SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

64

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, September 1st, 1907, at 6:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN, *General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*	W. R. SCOTT, *General Superintendent.*

SACRAMENTO DIVISION—Sacramento Yard.

FROM SAN FRANCISCO

			24	6	10	287	220	121	34	32	133	2	4	36	31	285	217	283	16	Distance from San Francisco		Time Table No. 64 September 1, 1907
			Tonopah Express	Atlantic Express	Fast Mail	Sacramento Freight	Manifest Freight	Sacramento Passenger	Colfax Passenger	Red Bluff Passenger	Placerville Passenger	Overland Limited	Atlantic Express	Dunsmuir Passenger	Stockton & Sacramento Express	Way Freight	Ogden Freight	Sunset Freight	Oregon Express			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
			10.50PM	10.30PM	10.05PM			5.15PM	5.00PM	3.30PM	3.25PM	1.40PM	12.50PM	11.10AM	10.10AM				12.15AM	89.79	DN	**SACTO. PASS. DEP.** W
																						1.28
						7.50PM	5.25PM									8.50AM	7.45AM	6.05AM		91.07	DN	12TH STREET
																						2.02
			11.00PM	10.39PM	10.14PM	8.02PM	5.40PM	5.24PM	5.09PM	3.40PM	3.34PM	1.49PM	12.59PM	11.20AM	10.19AM	9.02AM	7.57AM	6.17AM	12.24AM	93.09	DN	**ELVAS**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			

Trains and light engines must run through Sacramento Yard under control, and must not pass the switchtender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signal to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Benali and both switches of the passing track on Brighton line.

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated by Towermen, except the switches of the siding, which must be operated by Trainmen. Enginemen and Trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly. The "Y" switches at Elvas are controlled by signals located on poles 50 feet in advance of switch. When upper arm of semaphore stands at "proceed" the switches are set for main track; when lower arm stands at "proceed" the switches are set for the "Y". Switching movements over the interlocking switches at Elvas must be made only after permission has been obtained by signals from Towerman. See Interlocking Rules Nos. 122 and 125. All trains must approach Elvas cautiously and under control. Trains to or from Brighton will sound two long and three short blasts of the whistle (—— —— — — —) as a signal for the Towerman to set the switches accordingly. At the junction semaphore on eastbound track at Elvas, the line to Brighton is governed by the upper arm, and the line to Benali by the lower arm of the semaphore.

Movement of trains between Sacramento and Elvas will be governed by Automatic Block Signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a stop, and after waiting two minutes, may proceed under control with ability to stop within range of vision, except at Signal No. 919 governing westbound main track near 21st Street. When Signal No. 919 indicates "Stop" trains will come to a stop and will not proceed until the signal has changed to "proceed" or until hand signals to proceed are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train, when signals are at "Stop".

Trains of the Brighton line are designated by the numbers they bear on Western Division Time Table, and the provisions of the "Note" following Rule 81 are suspended so far as relates to their designation on this page.

Eastbound trains which are to meet superior trains on the double track between Sacramento and Elvas must stop at Elvas, and Conductors and Engineers must ascertain from Blocksignalman that such trains have passed unless their identity is fully established by engine numbers and caboose indicators when met. See Rule 83.

REGISTERING STATIONS:
Sacramento Passenger Depot, Sacramento 12th Street

Time Table No. 64 September 1, 1907	Distance from Blue Canon	TOWARD SAN FRANCISCO																	
		23	15	284	288	3	33	31	134	9	122	32	5	286	35	220	1	124	219
		Tonopah Express	California Express	Steamer Freight	Stockton and Sacramento Freight	Pacific Express	Colfax Passenger	Red Bluff Passenger	Placerville Passenger	Fast Mail	Sacramento Passenger	Stockton & Sacramento Express	Pacific Express	Way Freight	Dunsmuir Passenger	Manifest Freight	Overland Limited	Sacramento Passenger	Manifest Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SACTO. PASS. DEP.** W 1.28	78.19	3.25AM	4.45AM			7.40AM	9.30AM	9.40AM	9.45AM	9.50AM	10.40AM	2.50PM	3.50PM		4.15PM		4.50PM	6.00PM	
DN 12TH STREET 2.02	76.91			6.30AM	7.25AM									4.15PM		4.45PM			9.30PM
DN **ELVAS**	74.89	3.15AM	4.36AM	6.10AM	7.13AM	7.30AM	9.22AM	9.31AM	9.36AM	9.42AM	10.31AM	2.41PM	3.40PM	4.03PM	4.07PM	4.30PM	4.41PM	5.51PM	9.15PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Trains and light engines must run through Sacramento Yard under control, and must not pass the switchtender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signals to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Ben Ali and both switches of the passing track on Brighton line.

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated by Towermen, except the switches of the siding, which must be operated by Trainmen. Enginemen and Trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly. The "Y" switches at Elvas are controlled by signals located on poles 50 feet in advance of switch. When upper arm of semaphore stands at "proceed" the switches are set for main track; when lower arm stands at "proceed" the switches are set for the "Y". Switching movements over the interlocking switches at Elvas must be made only after permission has been obtained by signals from Towerman. See Interlocking Rules Nos. 122 and 125. All trains must approach Elvas cautiously and under control. Trains to or from Brighton will sound two long and three short blasts of the whistle (—— —— — — —) as a signal for the Towerman to set the switches accordingly. At the junction semaphore on eastbound track at Elvas, the line to Brighton is governed by the upper arm, and the line to Ben Ali by the lower arm of the semaphore.

Movement of trains between Sacramento and Elvas will be governed by Automatic Block Signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a stop, and after waiting two minutes, may proceed under control with ability to stop within range of vision, except at Signal No. 919 governing westbound main track near 21st Street. When Signal No. 919 indicates "Stop" trains will come to a stop and will not proceed until the signal has changed to "proceed" or until hand signals to proceed are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train, when signals are at "Stop".

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Eastbound trains which are to meet superior trains on the double track between Sacramento and Elvas must stop at Elvas, and Conductors and Engineers must ascertain from Blocksignalman that such trains have passed unless their identity is fully established by engine numbers and caboose indicators when met. See Rule 83.

REGISTERING STATIONS:
Sacramento Passenger Depot, Sacramento 12th Street

Eastward.

FROM SAN FRANCISCO—SACRAMENTO DIVISION: Sacramento and Blue Canon.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS									Distance from San Francisco		Time Table No. 64 September 1, 1907	Minimum running time between stations for passenger trains—min.	Flagging distance expressed in number of telegraph poles.	
	220 Manifest Freight	212 Way Freight	24 Tonopah Express	6 Atlantic Express	10 Fast Mail	34 Colfax Passenger	32 Red Bluff Passenger	2 Overland Limited	4 Atlantic Express	36 Dunsmuir Passenger	16 Oregon Express			STATIONS		Danger Point	Caution Point
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Term. Yard WCTYO	5.25PM Double Track. See Special Rule.		10.50PM	10.30PM	10.05PM	5.00PM Double track. See Special Rule.	3.30PM	1.40PM	12.50PM	11.10AM	12.15AM	89.79	Automatic Block Double Track	DN **SACRAMENTO** 3.36			
3,251 Y	5.40		11.00	10.39	10.14	f 5.09	f **3.40**	1.49	12.59	f 11.20	12.24	93.15		DN **ELVAS** 3.07			
8,730	5.55		f 11.07	10.45	10.20	f 5.15	f 3.47	1.55	f 1.06	f 11.27	12.30	96.22		DN BENALI 4.61		7	15
3,176	6.10		f 11.17	10.51	10.26	f 5.24	f **3.55**	2.01	f 1.16	f 11.36	12.37	100.83		WALERGA 3.30			
3,130	6.25		f 11.25	10.57	10.32	f 5.32	f 4.03	2.06	f 1.27	f 11.42	12.43	104.13		ANTELOPE 3.90			
10,378 WY	6.40		s 11.35	s 11.05	10.40	s 5.42	**4.10PM**	2.13	s 1.36	11.50AM	12.50AM	108.03	Staff System District	DN **ROSEVILLE** 1.19		14	18
												109.22		ENWOOD Spur 2.72	9		
Term Yard WCTO	**7.00** **8.15**	6.20AM	s 11.50PM	s 11.20	s 10.55	s **5.54**		2.28	s 1.55			111.94		DN **ROCKLIN** 3.04	7		
10,878	8.30	**6.48**	f 12.02AM	f 11.32	11.07	s 6.02		2.36	s 2.06			114.98		DN LOOMI 2.88	7		
5,319	8.42	7.05	f 12.11	f 11.41	11.19	s 6.12		**2.45**	s 2.17			117.86		DN PENRYN 3.18	8		
8,155 W	8.55	7.40	s 12.25	s 11.55PM	11.33	s 6.22		2.55	s **2.35**			121.04		DN NEWCASTLE 1.91	5		
2,892	9.05	**8.15**	f 12.33	12.03AM	11.42	f **6.30**		3.03	f 2.42			122.95		ZETA 2.98	7	7	10
6,689 W.	9.25	**8.30**	s 12.50	s 12.20	s 11.59PM	s 6.40		3.14	s 2.50			125.93		DN AUBURN 0.80			
340												126.73		NESTOR (Spur) 2.50	8		
2,349	9.45	8.55	f 1.00	12.35	12.15AM	s 6.50		**3.23**	f **3.00**			129.23		BOWMAN 3.41	8		
3,352	10.00	9.10	f **1.17**	12.55	12.30	s 7.00		3.32	f **3.15**			132.64		DN CLIPPER GAP 2.97	6		
4,657 W	10.20	9.25	f 1.30	**1.10**	12.42	f 7.08		3.40	f 3.25			135.61		D APPLEGATE 3.31	7		
4,369	10.35	9.40	f 1.43	1.25	**1.03**	s 7.18		3.49	f 3.37			138.92		DN N. E. MILLS 1.97	5		
2,386	10.45	9.50	f 1.51	1.33	1.10	f 7.23		3.54	f 3.44			140.89		LANDER 3.08	7	14	18
8,408 TW	11.10	10.40	s 2.05	s 1.45	s 1.25	7.30PM		**4.05**	s **4.05**			143.97		DN **COLFAX** 2.25	5		
2,496	11.35	11.00	f 2.17	1.55	1.35			4.14	f 4.24			146.22		WIRT 2.26	5		
2,256	11.55PM	11.25	f 2.27	2.05	1.44			**4.23**	f **4.33**			148.48		DN CAPORN 2.61	6		
2,355	**12.27AM**	11.50AM	f 2.40	2.17	1.55			4.32	f 4.42			151.09		MAGRA 3.35	8		
10,643 WCY	12.50	**12.15PM**	s 2.55	s 2.31	2.10			4.44	s 4.54			154.44		DN GOLD RUN 2.12	5		
1,173	1.15	**12.49**	s 3.04	f 2.39	2.18			4.50	s 5.02			156.56		DN DUTCH FLAT 1.88	4	7	10
4,438	1.25	1.00	f 3.11	2.46	2.26			4.55	f 5.08			158.44		ALTA 0.75	2		
3,918 W	1.30	1.15	s 3.15	f 2.50	2.30			4.58	s 5.11			159.19		DN TOWLE 1.80	4		
1,894	1.42	**1.43**	f 3.24	2.57	2.37			5.04	f 5.18			160.99		GORGE 2.29	6		
4,252	2.00	2.00	f 3.35	3.07	2.48			5.12	f 5.25			163.28		DN MIDAS 2.08	5		
3,118 W	2.15	2.15	f 3.43	3.17	2.58			5.20	f 5.35			165.36		OREL 2.64	6		
5,705 TW	2.30AM	**2.30PM**	3.55AM	3.28AM	3.10AM			5.30PM	5.45PM			168.00		DN **BLUE CANON**			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			78.21			
	(9.05)	(8.10)	(5.05)	(4.58)	(5.05)	(2.30)	(0.40)	(3.50)	(4.55)	(0.40)	(0.35)	Time over District					
	8.61	6.86	15.39	15.74	15.38	21.66	27.36	20.40	15.90	27.36	31.27	Average speed per hour					

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light Extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

Trains must get clearance cards before leaving Sacramento and Rocklin.

Trains Nos. 2 and 10 will not stop at Roseville. Operator will register the time these trains pass and signals displayed, if any.

See Special Rules in relation to Train Staff System, which supersede rules conflicting therewith in the district in which Staff System is in operation.

REGISTERING STATIONS:

Sacramento (Train Dispatchers' office for trains originating or terminating at passenger depot only).

Sacramento (Twelfth street office, for trains originating or terminating at freight yards only).

Roseville, Rocklin (Colfax for No. 34 only), Blue Canon.

TOWARD SAN FRANCISCO—SACRAMENTO DIVISION: Sacramento and Blue Canon.

Westward.

Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for freight trains—minutes			Time Table No. 64 September 1, 1907.		Distance from Blue Canon	FIRST CLASS									SECOND CLASS			
								23	15	3	33	31	9	5	35	1	211	219		
								Tonopah Express	California Express	Pacific Express	Coltax Passenger	Red Bluff Passenger	Fast Mail	Pacific Express	Dunsmuir Passenger	Overland Limited	Way Freight	Manifest Freight		
Danger Point	Caution Point				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
			Automatic Block.	DN	**SACRAMENTO** (Double Track.)	3.36	78.21	3.25AM	4.45AM	7.40AM	9.30AM	9.40AM	9.50AM	3.50PM	4.15PM	4.50PM	Double	9.30PM track.	See Special	Rule.
				DN	**ELVAS**	3.07	74.85	3.15	4.36	Double 7.30	track. † 9.22	See Special f 9.31	Rule. 9.42	**3.40**	f 4.07	4.41		9.15		
				DN	BENALI	4.61	71.78	3.09	4.30	7.24	† 9.16	f 9.25	9.36	3.33	f 4.02	4.35		9.05		
7	15				WALERGA	3.30	67.17	3.00	4.24	7.18	† 9.09	f 9.18	9.29	3.25	f **3.55**	4.28		8.50		
					ANTELOPE	3.90	63.87	f 2.53	4.19	7.11	† 9.02	f 9.11	9.22	3.18	f 3.44	4.23		8.40		
		16	Staff System District.	DN	**ROSEVILLE**	1.19	59.97	s 2.45	4.09AM	s 7.04	s 8.55	9.05AM	9.15	s 3.10	3.35PM	**4.15**		8.30		
					ENWOOD (Spur)	2.72	58.78													
		12		DN	**ROCKLIN**	3.04	56.06	s 2.30		s 6.55	s 8.47		s 9.06	s 3.00		4.06	**5.54**PM	**8.15** **7.25**		
		12		DN	LOOMIS	2.88	53.02	f 2.20		f **6.48**	s 8.40		8.59	f 2.53		3.59	5.20	7.10		
		13		DN	PENRYN	3.18	50.14	f 2.10		f 6.41	s 8.31		8.52	f **2.45**		3.52	5.05	6.55		
		8		DN	NEWCASTLE	1.91	46.96	s 1.56		s 6.33	s 8.22		8.43	s **2.35**		3.44	4.40	6.40		
		12			ZETA	2.98	45.05	f 1.50		6.28	f **8.15**		8.37	2.27		3.38	4.20	**6.30**		
		13		DN	AUBURN	0.80	42.07	s 1.40		s 6.20	s 8.08		**8.30**	s 2.19		3.31	3.50	6.10		
					NESTOR (Spur)	2.50	41.27													
		14			BOWMAN	3.41	38.77	1.27		6.12	s 8.00		8.21	f 2.08		**3.23**	**3.23** **3.00**	5.56		
		12		DN	CLIPPER GAP	2.97	35.36	f **1.17**		6.03	s 7.52		8.13	f 2.00		**3.15**	2.40	5.42		
		13		D	APPLEGATE	3.31	32.39	f **1.10**		5.57	f 7.45		8.07	f 1.52		3.05	2.25	5.30		
14	18	8		DN	N. E. MILLS	1.97	29.08	f **1.03**		5.50	s 7.38		7.59	f 1.45		2.55	2.05	5.16		
		12			LANDER	3.03	27.11	f 12.57		5.45	f 7.33		7.54	f 1.40		2.48	1.55	5.08		
		9		DN	**COLFAX**	2.25	24.03	s 12.50		s 5.37	7.25AM		s 7.45	s **1.30**		2.39	**1.30**	4.55		
		9			WIRT	2.26	21.78	f 12.39		5.31			7.35	1.18		2.29	1.03	4.43		
		10		DN	CAPORN	2.61	19.52	f 12.33		5.25			7.28	f 1.10		2.22	12.50	**4 33** **4.23**		
		13			MAGRA	3.35	16.91	f **12.27**		5.18			7.20	f 1.03		2.15	12.35	4.00		
		8		DN	GOLD RUN	2.12	13.56	s 12.17		s 5.08			7.10	f 12.55		2.05	**12.15**	3.40		
		8		DN	DUTCH FLAT	1.88	11.44	s 12.12		s 5.02			7.05	f **12.49**		2.00	12.01PM	3.30		
		3			ALTA	0.75	9.56	f 12.06		4.57			7.00	f 12.44		1.52	11.50AM	3.20		
		7		DN	TOWLE	1.80	8.81	s 12.03AM		f 4.55			6.57	f 12.41		1.48	11.45	3.15		
		9			GORGE	2.29	7.01	f 11.58PM		4.51			6.51	f 12.36		**1.43**	11.35	3.05		
		8		DN	MIDAS	2.08	4.72	11.51		4.45			6.45	f 12.30		1.36	11.25	2.55		
		11			OREL	2.64	2.64	11.46		4.35			6.39	12.24		1.28	11.16	2.45		
				DN	**BLUE CANON**		0.00	11.40PM		4.25AM			6.32AM	12.15PM		1.18PM	11.05AM	**2.30**PM		
					(78.21)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
					Time over District			(3.45)	(0.36)	(3.15)	(2.05)	(0.35)	(3.18)	(3.35)	(0.40)	(3.32)	(6.49)	(7.00)		
					Average speed per hour			20.85	30.37	24.06	26.01	31.27	23.70	21.36	27.35	21.66	8.22	11.17		

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

Trains must get clearance cards before leaving Rocklin.

Trains Nos. 1 and 9 will not stop at Roseville. Operator will register the time these trains pass and signals displayed, if any.

See Special Rules in relation to Train Staff System, which supersede rules conflicting therewith in the district in which Staff System is in operation.

† Stop to let off passengers from east of Roseville.

REGISTERING STATIONS:

- Roseville, Rocklin, Blue Canon (Colfax, for No. 33 only).
- Sacramento (Train Dispatchers' office for trains originating or terminating at passenger depot only).
- Sacramento (12th street office for trains originating or terminating at freight yards only).

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Flagging distance expressed in number of rail lengths		Minimum running time between stations for passenger trains—min.	Distance from San Francisco.	Time Table No. 64 September 1, 1907.	Distance from Truckee.	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of rail lengths		FIRST CLASS						SECOND CLASS	
	212 Way Freight Leave Daily	220 Manifest Freight Leave Daily	4 Atlantic Express Leave Daily	2 Overland Limited Leave Daily	24 Tonopah Express Leave Daily	6 Atlantic Express Leave Daily	10 Fast Mail Leave Daily	Danger Point	Caution Point			**STATIONS**			Danger Point	Caution Point	3 Pacific Express Arrive Daily	9 Fast Mail Arrive Daily	5 Pacific Express Arrive Daily	1 Overland Limited Arrive Daily	23 Tonopah Express Arrive Daily		211 Way Freight Arrive Daily	219 Manifest Freight Arrive Daily
5,705 WT	**2.45**PM	2.45AM	5.50PM	5.33PM	4.00AM	3.32AM	3.15AM	40	50		168.00	DN **BLUE CANON** 3.15	41.33		80	100	4.20AM	6.30AM	12.11PM	1.15PM	11.35PM		10.50AM	**2.10**PM
12,079	3.05	3.05	f 6.02	5.47	f **4.12**	3.45	3.30			7	171.15	D FULDA 2.05	38.18	12			**4.12**	6.23	f 12.04PM	1.05	f 11.24		10.35	1.55
4,482 T	3.30	3.20	s 6.10	5.55	s 4.22	f 3.53	3.38			5	173.20	DN EMIGRANT GAP 1.50	36.13	8			s 4.05	6.18	f 11.58AM	12.58	s 11.18		10.25	1.45
6,725	3.40	3.30	f 6.17	6.01	f 4.30	**4.00**	3.44			4	174.70	SMART 2.76	34.63	6			**4.00**	6.14	11.53	12.53	f 11.13		10.16	1.37
2,774	3.55	**3.53**	f 6.26	6.10	f 4.43	4.11	**3.53**			7	177.46	DN YUBA PASS 2.08	31.87	11			**3.53**	6.07	11.46	12.44	f 11.05		10.05	1.25
2,428 W	4.10	4.10	f 6.35	6.18	f 4.52	4.20	4.02			5	179.54	CRYSTAL LAKE 2.16	29.79	8			3.47	6.02	11.40	12.36	f 10.59		9.55	1.17
4,110	4.25	**4.27**	s 6.44	6.27	s 5.00	f **4.27**	4.10			5	181.70	DN CISCO 3.51	27.63	9			s 3.40	5.55	f 11.32	12.29	s 10.53		9.45	1.08
2,312	4.45	4.55	f 6.57	6.37	f 5.12	4.45	4.25			8	185.21	DN TAMARACK 2.00	24.12	14			3.30	5.45	11.22	12.19	f 10.43		9.25	12.54
2,362 W	5.00	5.10	f 7.04	6.43	f 5.20	4.55	4.35			5	187.21	TROY 2.02	22.12	8			3.25	5.40	11.15	12.12	f 10.37		9.10	12.46
2,286	5.10	**5.33**	f 7.10	6.50	f **5.33**	5.05	4.45			5	189.23	DN SPRUCE 2.81	20.10	8			3.20	**5.33**	11.09	12.05PM	f 10.31		8.55	12.38
3,466	5.22	6.00	f 7.18	6.58	f 5.45	**5.20**	4.55			7	192.04	SODA SPRINGS 0.66	17.29	11			3.10	**5.20**	11.00	11.56AM	f 10.24		8.35	12.27
469											192.70	* GOULDEN (Spur) 2.30	16.63											
4,967 WT	5.35	6.25	s 7.30	s 7.10	s 6.00	s 5.32	s **5.10**			7	195.00	DN SUMMIT 2.70	14.33	12			s 3.00	s **5.10**	s 10.50	s 11.44	s 10.15		8.15	12.15PM
2,859	5.50	6.40	f 7.39	7.20	f 6.15	5.47	5.25	80	100	7	197.70	DN LAKE VIEW 1.80	11.63	11	40	50	2.47	4.58	10.40	11.30	f 10.00		8.00	11.55AM
2,417	6.05	6.50	f 7.44	7.25	f 6.25	5.57	5.35			4	199.50	EDER 2.19	9.83	7			2.40	4.51	10.33	11.20	f 9.53		7.50	11.45
2,581 T	6.14	6.59	f 7.50	7.31	f 6.32	6.05	5.42			5	201.69	DN TUNNEL 13 2.30	7.64	8			2.32	4.43	10.23	11.10	f 9.43		7.35	11.35
750 W			f		f						203.99	* STANFORD (Spur) 0.90	5.34											
1,080			†		†						204.89	*ARCTIC (Spur) 0.88	4.44								†			
2,220	6.30	**7.15**	f 7.57	7.38	6.40	6.15	5.55			7	205.77	CHAMPION 1.86	3.56	16			2.18	4.35	10.12	10.55	f 9.30		**7.15**	11.15
3,836											207.63	* DONNER ICE CO. (Spur) 1.70	1.70											
Term. Yard WCTYO	6.45PM	7.35AM	8.07PM	7.47PM	**6.50**AM	6.25AM	6.05AM			7	209.33	DN **TRUCKEE**	0 00	14			2.00AM	4.25AM	9.55AM	**10.40**AM	9.15PM		**6.50**AM	**10.55**AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(41.33)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(4.00)	(4.50)	(2.17)	(2.14)	(2.50)	(2.53)	(2.50)					Time over District					(2.20)	(2.05)	(2.16)	(2.35)	(2.20)		(4.00)	(3.15)
	10.32	8.55	18.10	18.50	14.59	14.33	14.58					Average speed per hour					17.71	19.83	18.23	15.99	17.71		10.33	12.72

Staff System District.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

Trains must get clearance cards before leaving Truckee.

See Special Rules in relation to Train Staff System, which supersede rules conflicting therewith in the district in which Staff System is in operation.

† Trains Nos. 4, 23 and 24 will stop on signal at Arctic except in snowstorm.
* Frog taken out part of the season.

REGISTERING STATIONS:
Blue Canon and Truckee.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Truckee and Sparks—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Distance from San Francisco			Time Table No. 64	Distance from Sparks	FIRST CLASS					SECOND CLASS	
	208	220	4	2	24	6	10				September 1, 1907.		3	9	5	1	23	219	207
	Way Freight	Manifest Freight	Atlantic Express	Overland Limited	Tonopah Express	Atlantic Express	Fast Mail						Pacific Express	Fast Mail	Pacific Express	Overland Limited	Tonopah Express	Manifest Freight	Way Freight
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Term. Yard WCTYO	1.45PM	8.30AM	8.12PM	7.50PM	7.00AM	6.35AM	6.10AM	209.33	Automatic Block	DN	**TRUCKEE** 2.76	38.21	1.50AM	4.22AM	9.50AM	**10.35AM**	9.05PM	**10.05AM**	1.00PM
3,099	2.00	8.50	f 8.19	7.57	f 7.10	6.43	6.18	212.09			WINSTED 0.51	35.45	1.40	4.17	9.40	10.29	8.55	9.53	12.45
2,828					f			212.60			* POLARIS (Spur) 3.59	34.94					f		
8,888	2.20	9.10	f 8.28	8.06	f 7.22	6.55	6.30	216.19			PROSSER CREEK 1.57	31.35	f 1.31	4.09	9.27	10.19	f 8.44	9.37	12.15PM
14,646 W	2.30	**9.22**	s **8.40**	8.10	s 7.27	7.00	s 6.35	217.76		DN	**BOCA** 4.11	29.78	s 1.28	4.06	s **9.22**	10.15	s **8.40**	**9.22**	11.55AM
2,394	2.50	9.35	f 9.00	**8.22**	f 7.40	7.12	6.47	221.87			HINTON 0.40	25.67	1.18	3.58	9.12	10.00	f **8.22**	8.45	11.30
2,453			f		f			222.27			ICELAND (Spur) 0.53	25.25							
1,706								222.80			* WICKES (Spur) 1.17	24.72							
16,531 WT	3.05	**9.50**	s 9.12	8.27	s 7.48	7.18	s 6.55	223.97		DN	FLORISTON 3.04	23.55	f 1.12	3.53	s 9.07	**9.50**	s 8.13	8.35	11.10
2,954	3.20	10.05	f 9.19	8.33	f 7.58	7.27	7.05	227.01			MYSTIC 3.09	20.51	1.04	3.47	9.00	9.43	f 8.05	8.20	10.45
2,977 W	3.40	**10.27**	f 9.26	8.39	f **8.08**	7.36	7.15	230.10			CALVADA 1.32	17.42	12.57	3.41	8.13	9.35	f 7.55	**8.08**	**10.27**
600								231.42			* FLEISH (Spur) 0.34	16.10							
661			f		f			231.76			* MARMOL (Spur) 2.09	15.76					f		
12,960	4.05	10.42	s 9.34	8.46	s 8.16	**7.45**	s **7.25**	233.85		DN	**VERDI** 2.48	13.67	f 12.49	3.33	s 8.45	9.25	s 7.43	**7.45** **7.25**	9.55
2,981	4.20	10.50	f 9.40	8.51	f 8.22	7.52	7.32	236.33			WARE 1.00	11.19	12.43	3.28	8.38	9.15	f 7.35	7.00	9.35
250								237.33			* MOGUL (Spur) 2.00	10.19							
3,870	4.35	11.00	f 9.48	8.57	f **8.30**	8.02	7.42	239.33			LAWTON 4.99	8.19	12.35	3.22	**8.30**	9.05	f 7.25	6.50	9 20
Intermediate Terminal O	4.55PM	11.18	s 10.10	s 9.10	¶ **8.45** **9.05**	s **8.20**	s 8.00	244.32		DN	**RENO** 3.20	3.20	12.25 12.15	s 3.12	s **8.20**	s **8.55**	¶ 7.10 6.50	6.30	**9.00AM**
Term. Yard WCT		11.30AM	10.20PM	9.20PM	9.15AM	**8.35AM**	**8.10AM**	247.52		DN	**SPARKS**	0.00	12.05AM	3.00AM	**8.10AM**	**8.45AM**	6.35PM	6.15AM	
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(38.21)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday
	(3.10)	(3.00)	(2.08)	(1.30)	(2.15)	(2.00)	(2.00)				Time over District		(1.45)	(1.22)	(1.40)	(1.50)	(2.30)	(3.50)	(4.00)
	12.58	12.74	18.07	25.47	16.98	19.10	19.10				Average speed per hour		21.83	27.95	22.92	20.84	15.28	9.97	9.55

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

Trains must get clearance cards before leaving Sparks and Truckee.

East-bound trains must reduce speed to ten miles an hour in Sparks yard, between west switch and depot.

* Frog taken out part of the season.

REGISTERING STATIONS :

- Truckee (Reno for first-class trains and Nos. 207 and 208 only) and Sparks.
- Trains Nos. 207 and 208, 3, 4, 5, 6, 10, 23 and 24 will carry passengers.
- Trains Nos. 3, 4, 5, 6, 10, 23 and 24 will stop regularly at passenger depot at Sparks.
- Trains 23 and 24 will stop on signal at Union Mills near mile post 214.70, between Martis and Prosser Creek.

~~1.50~~
~~1.55~~

20
3.15
50
3.50
50
7.00
~~1.45~~
55

Eastward. | Westward.

FROM SAN FRANCISCO—SACRAMENTO DIVISION: Roseville and Red Bluff—TOWARD SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.		THIRD CLASS		SECOND CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 64 September 1, 1907.	Distance from Red Bluff	FIRST CLASS					SECOND CLASS	THIRD CLASS	
		226	224	222	14	32	12	36	16					15	13	31	11	35	221	223	225
		Red Bluff Freight	Red Bluff Freight	Portland Fast Freight	Portland Express	Red Bluff Passenger	Shasta Express	Dunsmuir Passenger	Oregon Express					California Express	San Francisco Express	Red Bluff Passenger	Shasta Express	Dunsmuir Passenger	Portland Fast Freight	Red Bluff Freight	Red Bluff Freight
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			5.15AM	6.05AM	6.05PM	3.30PM	10.55AM	11.10AM	12.15AM			**SACRAMENTO**		4.45AM	7.55AM	9.40AM	3.55PM	4.15PM	12.25PM	5.10PM	
10,378	WY	6.30AM				4.15PM		11.52AM	12.53AM	108.03	DN	**ROSEVILLE** 1.24	116.72	4.05AM		9.05AM		3.32PM			3.00PM
342										109.27		ANDORA (Spur) 4.86	115.48								
3,020		6.50				f 4.28		f 12.03PM	1.04	114.13		WHITNEY 4.19	110.62	3.55		f 8.53		f 3.22			2.37
10,041	W	7.30				s 4.35		s 12 11	s 1.13	118.32	D	LINCOLN 4.13	106.43	s 3.47		s 8.45		s 3.15			2.15
1,890		7.45				f 4.43		f 12.18	1.21	122.45		EWING 3.71	102.30	3.39		f 8.37		f 3.07			1.15
1,705		8.00				s 4.49		s 12.24	1.27	126.16		SHERIDAN 3.28	98.59	3.32		s 8.31		s 3.00			1.00
5,520		**8.25**				s 4.55		s **12.30**	s 1.33	129.44	D	WHEATLAND 6.28	95.31	s 3.25		s **8.25**		s 2.52			**12.30**
3,375		8.50				f 5.07		f 12.42	1.44	135.72		OSTROM 6.48	89.03	3.15		f 8.14		f 2.40			12.05PM
20,618	WO	9.15 9.45			(Marysville	s 5.20 Yard—See T	rains on page	s 12.55 13.)	s 2.05	142.20	DN	**MARYSVILLE** 1.05	82.55	s 2.55	(Marysville	s 7.55 Yard—See T	rains on page	s 2.25 13.)			11.45AM 11.15
1,008	CY	9.50				5.28		1.05	2.10	143.25		**BINNEY JUNCTION** 2.84	81.50	2.51		7.48		2.19			11.05
3,178		10.00				f 5.35		f 1.10	2.16	146.09		W. P. Ry. Crossing. BERG 2.94	78.66	2.45		f 7.41		f 2.14			10.55
2,247		10.10				f 5.40		f 1.15	2.22	149.03		LOMO 2.14	75.72	2.40		f 7.35		f 2.09			10.45
						f		f		151.17		SUNSET (Spur) 1.76	73.58			f		f			
4,381		**10.35**				s 5.48		s 1.23	**2.33**	152.93	D	LIVE OAK 4.32	71.82	**2.33**		s 7.28		s 2.02			**10.35**
354										157.25		FAGAN (Spur) 2.14	67.50								
6,251		11.00				s 6.02		s 1.33	s 2.47	159.39	D	GRIDLEY 3.47	65.36	s 2.23		s 7.18		s 1.49			10.05
8,226	W	11.30AM				s 6.09		s **1.42**	s 2.56	162.86	D	BIGGS 5.92	61.89	s 2.14		s 7.10		s **1.42**			9.45
3,263		12.01PM				f 6.21		f 1.52	3.07	168.78		SILSBY 4.10	55.97	2.02		f 7.00		f 1.32			9.20
4,673		12.30				s 6.30		s 2.01	3.17	172.88		NELSON 6.60	51.87	1.54		s 6.53		s 1.25			9.05
6,420		**1.10**				s 6.43		s 2.12	3.28	179.48	D	DURHAM 3.80	45.27	1.44		s 6.40		s **1.10**			8.45
565						f		f		183.28"		FAULKNER (Spur) 1.40	41.47			f		f			
9,749										184.68"		BARBER 0.88	40.07								
13,429	W	1.35				s 6.55		s 2.25	s 3.45	185.56"	DN	**CHICO** 4.79	39.19	s 1.30		s 6.25		s 12.57			8.20
600										190.35		POND (Spur) 2.28	34.40								
1,650		1.55				s 7.10		s 2.40	4.00	192.63		NORD 2.34	32.12	1.16		s 6.11		s 12.44			7.35
3,046		2.05				f 7.15		f 2.45	4.05	194.97		ANITA 2.39	29.78	1.12		f 6.07		f 12.38			7.25
1,200		2.15				f 7.19		f 2.50	4.10	197.36		CANA 2.76	27.39	1.09		f 6.03		f 12.33			7.15
1,235		2.25				f 7.23		f 2.55	4.15	200.12		* SOTO (Spur) 4.29	24.63	1.05		f 5.59		f 12.28			7.05
7,193		2.40				s 7.31		s 3.05	s 4.22	204.41	D	VINA 1.55	20.34	s 12.57		s 5.53		s 12.20			6.50
1,011										205.96		COPELAND 2.56	18.79								
710						f		f		208.52		* ENSIGN (Spur) 0.84	16.23			f		f			
310						f		f		209.36		BOHEMIA (Spur) 2.48	15.39			f		f			
6,510		3.00				f 7.44		f 3.17	4.35	211.84		MOLINOS 1.27	12.91	12.44		f 5.40		f 12.05PM			6.20
6,764	WY	3.05	3.45PM	2.20PM	11.10PM	s 7.50	4.30PM	s 3.25	s **4.45**	213.11	DN	**TEHAMA** 1.69	11.64	s 12.37	2.35AM	s 5.33	10.50AM	s 11.59AM	**4.25AM**	6.25AM	6.10
593					f	f	f	f		214.80		TYLER (Spur) 2.31	9.95		f	f	f	f			
3,789		3.15	4.00	2.35	f 11.17	f 8.00	f 4.37	f 3.33	4.53	217.11		PROBERTA 3.04	7.64	12.29	f 2.25	f 5.26	f 10.44	f 11.52	4.10	6.10	5.55
5,444		3.23	4.15	2.45	f 11.22	f 8.05	f 4.42	f 3.41	5.00	220.15		RAWSON 4.60	4.60	12.24	f 2.17	f 5.20	f 10.38	f 11.45	4.00	6.00	5.45
14,365	Term Yd WCTO	**3.40PM**	4.30PM	3.00PM	11.30PM	8.15PM	4.50PM	**3.50PM**	**5.10AM**	224.75	DN	**RED BLUFF**	0.00	12.15AM	2 05AM	**5.10AM**	10.30AM	11.35AM	3.45AM	5.45AM	5.30AM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.72)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(9.10) 12.73	(0.45) 15.08	(0.40) 17.46	(0.40) 17.46	(4.00) 29.10	(0.20) 34.92	(3.58) 29.34	(4.17) 27.25			..........Time over District.......... ....Average speed per hour..........		(3.50) 30.45	(0.30) 23.28	(3.55) 29.81	(0.20) 34.92	(3.57) 29.55	(0.40) 17.46	(0.40) 17.46	(9.30) 12.29

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Trains must get clearance cards before leaving Red Bluff.
Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

REGISTERING STATIONS :
Roseville, Marysville, Tehama, Red Bluff.

* Frog taken out part of the season.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Red Bluff and Dunsmuir—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS	FIRST CLASS				Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville		Time Table No. 64 September 1, 1907 STATIONS	Distance from Dunsmuir	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles.		FIRST CLASS				SECOND CLASS	THIRD CLASS	
	226	228	222	14	12	36	16											11	35	15	13	221	227	225
	Oregon Freight	Way Freight	Portland Fast Freight	Portland Express	Shasta Express	Dunsmuir Passenger	Oregon Express											Shasta Express	Dunsmuir Passenger	California Express	San Francisco Express	Portland Fast Freight	Way Freight	Oregon Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Danger Point	Caution Point							Danger Point	Caution Point	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
14,365 Term.yd WCTO	9.00PM	6.00AM	4.25PM	11.40PM	5.00PM	**4.00**PM	5.20AM				224.75	Automatic Block	DN **RED BLUFF** 0.95	98.68				10.20AM	11.25AM	12.05AM	**1.55**AM	**1.40**AM	**4.00**PM	4.45AM
1,652										10	225.70		STAND. OIL CO. No. 1 (Spur) 4.67	97.73	15									
3,005	9.30	6.30	4.45	**11.52**PM	5.15	f 4.15	5.33	7	15		230.37		BLUNT 3.23	93.06				10.10	f 11.10	**11.52**PM	1.40	1.15	3.35	4.25
474										8	233.60		IVREA (Spur) 1.45	89.83	12									
2,871	10.00	7.00	5.05	12.05AM	5.26	f 4.27	5.45				235.05		HOOKER 6.74	88.38				10.00	f 11.00	11.40	1.31	12.55	3.15	4.05
4,949 W	10.35	7.45	**5.40**	s **12.20**	s **5.40**	s 4.40	s 6.00			11	241.79		D COTTONWOOD 6.70	81.64	16			s 9.48	s 10.45	s 11.22	s 1.14	**12.20**AM	2.50	3.45
8,088	**11.10**	8.20	6.10	s 12.35	s 5.55	s 4.55	s 6.15			11	248.49		D **ANDERSON** 2.22	74.94	16			s 9.37	s 10.30	s **11.10**	s 1.00	11.55PM	2.20	3.20
1,361								14	18	11	250.71		ANDERSON BRICK YARD 4.03	72.72	17									
2,919	**11.35**	8.50	6.30	h **12.48**	6.08	f 5.08	6.30				254.74		GIRVAN 3.89	68.69				9.25	f 10.15	10.57	**12.48**	**11.35**	1.30	3.00
301										8	258.63		CAL. POWDER WORKS (Spur) 0.30	64.80	12									
318											258.93		STAND. OIL CO. No. 2 (Spur) 0.70	64.50										
5,917 WT	11.50PM	**9.15**	6.50	s 1.00	s 6.20 ¶ 6.40	s 5.20	s 6.45				259.63		DN **REDDING** 2.73	63.80				s **9.15**	s 10.05	s 10.45	s 12.35	11.10	1.05	2.40
1,461	12.01AM	**9.55**	7.00	1.07	6.47	f 5.28	6.53			6	262.36		MIDDLE CREEK 2.90	61.07	8			9.05	f **9.55**	10.38	12.27	11.00	12.20	2.27
5,016	**12.15**	10.15	7.15	s 1.15	s 6.58	s 5.39	s 7.00			6	265.26		D **KESWICK** 2.00	58.17	9			s 8.57	s 9.45	s 10.29	s **12.15**	10.50	12.05PM	2.15
1,094	12.25	10.25	7.25	1.20	7.05	f 5.45	7.06			4	267.26		CENTRAL MINE 2.07	56.17	6			8.50	f 9.37	10.21	f 12.05AM	10.40	11.50AM	2.05
2,676 W	12.35	10.35	7.35	1.25	7.12	f 5.52	f 7.13			4	269.33		COPLEY 3.26	54.10	6			8.45	f 9.30	f 10.15	f 11.57PM	10.30	11.40	1.50
1,400	12.50	10.50	7.50	s **1.35**	s 7.22	s 6.02	s 7.22			8	272.59		D **CORAM** 4.39	50.84	11			s 8.36	s 9.20	s 10.05	s 11.48	10.15	11.28	**1.35**
9,333	**1.10**	**11.10**	8.10	s 1.45	s 7.32	s 6.15	s 7.32			8	276.98		DN **KENNET** 3.02	46.45	12			s 8.26	s 9.10	s **9.53**	s 11.35	**9.53**	**11.10**	**1.10**
1,714						f	f			7	280.00		**PITT** 1.52	43.43	9				f	f				
3,642 W	1.25	11.35	8.30	1.57	7.45	f 6.30	f 7.45			3	281.52		MORLEY 0.98	41.91	5	14	18	8.15	f 8.55	9.35	f 11.18	9.15	10.25	12.45
514							f			9	282.50		ETTER (Spur) 2.67	40.93	13									
2,395	1.53	11.55AM	**9.00** **9.20**	2.08	7.58	f 6.45	f **8.05**				285.17		ELMORE 6.68	38.26				**8.05**	f 8.43	**9.20**	f 11.05	**9.00**	10.05	12.32
682						f	f			15	291.85		RAINBOW 0.60	31.58	22				f	f				
2,828	**2.28**	12.35PM	9.55	**2.28**	**8.24**	7.10	**8.25**	7	10		292.45		SMITHSON 5.66	30.98	19			7.47	f **8.25**	8.58	f 10.45	**8.24**	9.35	12.05AM
2,663 W	2.55	1.05	**10.30**	s 2.48	s **8.43**	s 7.27	s 8.40			13	298.11		DN DELTA 3.57	25.32	11			s 7.32	s 8.07	s **8.43**	**10.30**	8.00	9.10	11.40PM
3,358	3.10	1.35	10.45	f 2.58	s 8.55	s **7.40**	s **8.52**			8	301.68		D LAMOINE 3.65	21.75	12			s 7.24	s 7.56	s 8.30	f 10.20	**7.40**	**8.52**	11.20
2,868 T	3.30	1.55	**11.00**	3.09	9.07	f 7.50	9.01			8	305.33		GIBSON 3.33	18.10	9			7.12	f 7.45	8.20	10.10	7.20	8.25	**11.00**
3,438 W	3.58	2.30	11.25	3.25	9.25	f **8.05**	f 9.20			13	310.93		DN SIMS 2.20	12.50				6.58	f 7.25	f **8.05**	f 9.55	6.55	8.00	10.30
690										8	313.13		FLUME (Spur) 1.04	10.30	12				f					
1,262	4.13	2.50	11.40	3.35	**9.45**	f 8.20	9.30				314.17		CONANT 1.08	9.26				6.49	f 7.15	7.54	**9.45**	6.40	7.40	10.10
470											315.25		REVERE (Spur) 1.38	8.18										
3,291	4.25	3.05	11.50PM	3.42	s **9.55**	s 8.30	f 9.40			5	316.63		D CASTELLA 0.87	6.80	7			s 6.44	s 7.08	s 7.45	s 9.37	6.30	7.30	**9.55**
440						f	f				317.50		DIRIGO (Spur) 0.33	5.93										
305					f	f	f				317.83		CASTLE ROCK (Spur) 1.70	5.60	10			f	f	f	f			
3,630	4.40	3.25	12.05AM	3.50	10.05	f 8.40	f 9.47			7	319.53		CRAGS 2.30	3.90				6.35	f 7.01	f 7.35	f 9.27	6.20	7.15	9.45
5,089	4.50	3.45	12.15	3.55	10.10	f 8.50	9.55			5	321.83		CHESTNUT 0.40	1.60	7			6.30	f 6.55	7.27	f 9.20	6.10	7.07	9.35
916											322.23		DUNBAR (Spur) 0.40	1.20										
1,140										4	322.63		KELVIN (Spur) 0.80	0.80	6									
7,672 Term.y'd WCTO	5.00AM	4.00PM	12.25AM	4.00AM	10.15PM	**9.00**PM	10.00AM				323.43		DN **DUNSMUIR**	0.00				¶ **6.25**AM	**6.50**AM	7.20PM	**9.15**PM	6.00PM	**7.00**AM	**9.25**PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(98.68)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(8.00)	(10.00)	(8.00)	(4.20)	(5.15)	(5.00)	(4.40)						Time over District					(3.55)	(4.35)	(4.45)	(4.40)	(7.40)	(9.00)	(7.20)
	12.33	9.86	12.33	22.77	18.79	19.74	21.15						Average speed per hour					25.19	21.53	20.60	21.15	12.87	10.96	13.46

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.
Trains Nos. 35 and 36 will stop on signal at Buckeye.
Trains must get clearance cards before leaving Red Bluff and Dunsmuir.

REGISTERING STATIONS:
Red Bluff, Dunsmuir.

TRAINS WILL STOP AS FOLLOWS:
Trains Nos. 15, 16, 35 and 36 on signal at Sweet Briar.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Dunsmuir and Hornbrook—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS			Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 64 September 1, 1907	Distance from Hornbrook	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles.		FIRST CLASS			SECOND CLASS	THIRD CLASS
	226	222	12	16	14										11	15	13	221	225
	Way Freight	Portland Fast Freight	Shasta Express	Oregon Express	Portland Express										Shasta Express	California Express	SanFrancisco Express	Portland Fast Freight	Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Danger Point	Caution Point			**STATIONS**			Danger Point	Caution Point	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
7,672 Term. Y'd WCT	**6.20**AM	1 00AM	10.25PM	10.10AM	4.10AM				323.43	DN **DUNSMUIR** 1.10	71.10				**6.05**AM	7.10PM	**9.00**PM	5.25PM	3.45PM
	No Siding	No Siding	f 10.30	f 10.15	f 4.15				324.53	UPPER SODA SPRINGS 0.70	70.00				f 6.00	f 7.03	f 8.54	No Siding	No Siding
	No Siding	No Siding	f 10.35	f 10.18	f 4.18			17	325.23	SHASTA RETREAT 1.60	69.30	22			f 5.57	f 7.00	f 8.50	No Siding	No Siding
600			s10.45	10.25 10.35	s 4.25				326.83	† SHASTA SPRINGS 2.20	67.70				5.50 5.45	6.55 6.45	8.45 8.35		
1,940	6.55	1.30	f 10.55	f 10.41	4.35				329.03	CANTARA 3.70	65.50				f 5.37	f 6.30	8.23	5.00	3.05
3,773	7.15	1.50	f 11.10	f 10.57	f 4.50			11	332.73	D MOTT 2.20	61.80	13			f 5.25	f 6.10	f 8.05	4.45	2.40
3,998	7.30	2.00	11.17	11.05	4.57			5	334.93	AZALEA 1.60	59.60	6			5.18	5.57	7.53	4.37	2.25
660						5	9		336.53	PIONEER (Spur) 0.40	58.00		11	15					
2,490				f				7	336.93	BARNARD (Spur) 1.20	57.60	9							
3,723 W	8.00	2.15	s 11.30	s 11.18	s **5.10**				338.13	W. & S. Lumber Co. Crossing DN **SISSON** 0.56	56.40				s **5.10**	s 5.43	s 7.40	4.25	2.00
3,689 Y								5	338.69	LONG (Spur) 1.84	55.84	7							
6,666	8.30	2.28	11.40	f 11.27	5.20				340.53	UPTON 3.27	54.00				5.02	f 5.30	7.32	4.15	1.45
8,358 Y	8.50	2.45	f 11.50	f 11.37	f 5.30			7	343.80	D DIETZ 1.63	50.73	10			f 4.54	f 5.18	f 7.18	4.00	1.15
1,459 T	9.00	2.55	11.55PM	f 11.45	5.35			3	845.43	BLACK BUTTE 0.80	49.10	4			4.49	f 5.10	7.10	3.50	1.05
316								4	346.23	DALE (Spur) 1.00	48.30	6							
5,320	9.10	3.07	f 12.01AM	s 11.50	f 5.40				347.23	IGERNA 0.65	47.30				4.44	s 5.00	f 7.00	3.30	12.52
1,146								5	347.88	COGGINS (Spur) 1.84	46.65	7	5	9					
5,805	9.40	3.20	s 12.10	s 11.58AM	s 5.48				349.72	DN **WEED** 5.21	44.81				s 4.35	s 4.50	s 6.50	3.10	12.40
4,992 WCT	10.20	3.40	s 12.30	s **12.13**PM	s 6.03			12	354.93	DN EDGEWOOD 7.50	39.60	18			s 4.19	s 4.25	s 6.25	2.40	**12.13**PM
4,881	**11.00**	**4.05**	s 12.45	s 12.26	s 6.14			10	362.43	DN GAZELLE 0.90	32.10	22			s **4.05**	s 4.05	s 6.08	2.15	**11.00**AM
990				f				11	363.33	TAMPA (Spur) 7.20	31.20	16					f		
2.920	11.30AM	4.35	1.00	f 12.39	6.27	11	15		370.53	GRENADA 6.40	24.00		11	15	3.50	f 3.46	5.48	1.45	10.30
7,617 W	12.10PM	4.55	s 1.14	s 12.50	s 6.38			8	376.93	DN **MONTAGUE** 5.30	17.60	13			s 3.40	s 3.31	s 5.35	1.20	10.10
4,065 Y	Foot-note **12.59**	5.15	1.24	f **12.59**	6.49			7	382.23	SNOWDON 5.20	12.30	11			3.30	f 3.15	5.20	Foot-note **12.59**	9.45
2,496	1.30	5.35	f 1.35	s 1.10	f 7.00			10	387.43	D AGER 2.41	7.10	15			f 3.15	s 2.55	f 5.00	12.38	9.20
1,618			f 1.41	s 1.17	f 7.08			9	389.84	**THRALL** 2.09	4.69	13	5	9	f 3.05	s 2.45	f 4.50		
2,563	1.50	6.00	1.47	f 1.24	7.15				391.93	KLAMATHON 2.60	2.60		11	15	2.57	f 2.37	4.42	12.18	9.00
9,640 WCT	**2.00**PM	6.10AM	1.55AM	1.35PM	7.26AM			5	394.53	DN **HORNBROOK**	0.00	7			2.50AM	**2.30**PM	4.35PM	12.05PM	8.50AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(71.10)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.40)	(5.10)	(3.30)	(3.25)	(3.16)					Time over District					(3.15)	(4.40)	(4.25)	(5.20)	(6.55)
	8.89	14.09	20.03	20.81	21.70					Average speed per hour					21.88	15.24	16.09	13.33	10.28

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Trains must get clearance cards before leaving Dunsmuir.

Water supply : 3-4 mile east of Cantara.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

† The time of passenger trains at Shasta Springs is at the mineral spring and not at the siding.

When No. 221 and No. 226 meet at Snowdon No. 221 will take siding.

* Frog taken out part of season.

REGISTERING STATIONS :

Dunsmuir, Weed and Hornbrook.

TRAINS WILL STOP AS FOLLOWS :

Trains Nos. 15 and 16 on signal at Shasta Mountain Home.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Hornbrook and Ashland—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS			Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 64 September 1, 1907		Distance from Ashland	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles.		FIRST CLASS			SECOND CLASS	THIRD CLASS
	226	222	16	14	12											11	15	13	221	225
	Way Freight	Portland Fast Freight	Oregon Express	Portland Express	Shasta Express											Shasta Express	California Express	San Francisco Express	Portland Fast Freight	Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Danger Point	Caution Point			STATIONS				Danger Point	Caution Point	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
9,640 WCT	**2.20**PM	6.30AM	1.45PM	7.36AM	2.05AM	11	15	13	394.53	DN **HORNBROOK** 4.40		36.01	15	11	15	2.45AM	**2.20**PM	4.25PM	11.45AM	8.30AM
2,240	2.55	6.55	f **2.00**	**7.55**	**2.30**			14	398.93	ZULEKA 2.52		31.61	20			**2.30**	**2.00**	4.00	11.30	**7.55**
480									401.45	BAILEY 1.85	(Spur)	29.09								
1,152			f	f					403.30	HILT 1.03	(Spur)	27.24					f	f		
2,120	**3.35**	**7.30**	s 2.20	f 8.12	2.47	5	9	14	404.33	D COLE 4.60		26.21	18			2.16	s 1.40	f **3.35**	11.05	**7.30**
2,527	4.00	**8.30**	2.40	**8.30**	3.05			9	408.93	GREGORY 1.60		21.61	12			1.56	1.20	3.15	10.45	7.10
	No Siding	No Siding.	f 2.50	f 8.36	3.15				410.53	COLESTIN 0.77		20.01				1.51	f 1.15	f 3.07	No Siding.	No Siding.
2,764	4.20	8.55	**3.01**	8.46	3.24			5	411.30	WHITE POINT 2.23		19.24	7			1.46	1.10	**3.01**	10.30	6.55
3,586 T	4.40	9.15	s 3.08	s 8.55	s 3.30			13	413.53	DN SISKIYOU 3.60		17.01	17			s 1.39	s 1.00	s 2.54	10.20	6.45
2,359	5.00	**9.45**	3.23	9.10	3.45	11	15	11	417.13	WALL CREEK 3.70		13.41	13	5	9	1.19	12.35	2.34	**9.45**	6.15
2,183 WT	5.15	10.00	f 3.38	s **9.23**	s 4.00			15	420.83	D STEINMAN 3.90		9.71	20			s 1.00	s 12.15PM	s 2.15	**9 23**	5.50
1,435				f					424.73	AYERS 1.10	(Spur)	5.81						f		
1,678	5.35	10.20	3.58	9.42	4.20			9	425.83	CLAWSON 4.71		4.71	13			12.42	11.50AM	1.57	8.20	5.20
14,737 Term. Y'd WCTO	5.50PM	10.40AM	4.20PM	10.00AM	4.40AM				430.54	DN **ASHLAND**		0.00				12.30AM	11.35AM	1.45PM	7.50AM	5.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(36.01)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30)	(4.10)	(2.35)	(2.24)	(2.35)					Time over District						(2.20)	(2.50)	(2.55)	(3.55)	(3.30)
	10.29	8.64	13.94	15.28	13.94					Average speed per hour						15.32	12.94	12.31	9.19	10.29

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Trains must get clearance cards before leaving Ashland.
Water supply : 1 mile east of Cole and 1 mile west of Siskiyou.
Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

REGISTERING STATIONS :
Hornbrook and Ashland.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Weed and Grass Lake—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS	Distance from San Francisco	Time Table No. 64 September 1, 1907		Distance from Weed	SECOND CLASS	THIRD CLASS	
	306	304	302					301	305	307
	Freight	Freight	Mixed					Mixed	Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	12.15PM	6.30AM	1.00PM	349.72	D **WEED** 1.50		0.00	10.40AM	10.00AM	3.45PM
	12.25	6.40	f 1.07	351.22	GRIFFITH 1.70		1.50	f 10.35	9.53	3.38
	12.30	6.45	f 1.14	352.92	EVANS 2.40	(Spur)	3.20	f 10.28	9.46	3.31
	12.35	6.52	f 1.22	355.32	SEGER 6.60		5.60	f 10.20	9.40	3.25
	1.05	7.11	f 1.50	361.92	DELANEY 2.40		12.20	f 9.55	9.10	2.55
				364.32	SHASTA 2.50	(Spur)	14.60			
	1.33	7.48	f 2.10	366.82	MORRISON 2.70		17.10	f 9.35	8.52	2.37
Y	1.45	8.00	s **2.25**	369.52	SWANSTON 4.00		20.80	s 9.25	8.40	**2.25**
W	2.00PM	8.15AM	s 2.35	373.52	D **GRASS LAKE** 4.24		24.80	s 9.10	8.25AM	2.10PM
			s 2.53	377.76	ERICKSON 4.00		29.04	s 8.57		
			s 3.10	381.76	WETZEL 4.98		33.04	s 8.45		
			3.30PM	386.74	**BRAY**		38.02	8.30AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(38.02)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.45)	(1.45)	(2.30)		Time over District			(2.10)	(1.35)	(1.35)
	14.17	14.17	15.20		Average speed per hour			17.54	15.66	15.66

Water supply : 1 mile east of Weed.

West-bound trains are superior to trains of the same class in the opposite direction, except as per foot-notes. See Rule 81.

REGISTERING STATIONS: Weed, Swanston, Grass Lake and Bray.

EXCEPTIONS : No. 304 is superior to No. 305.
No. 306 is superior to No. 307.

Trains must get clearance card before leaving Weed.
West-bound trains will stop 5 minutes at mile post 11, where train will be carefully inspected.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Davis and Tehama—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 64 September 1, 1907	Distance from Tehama	FIRST CLASS					SECOND CLASS		THIRD CLASS	
	230	224		222	14	18	12	308	22					17	21	309	13	11	221		223	229
	Oroville Freight	Red Bluff Freight		Portland Fast Freight	Portland Express	Oroville Passenger	Shasta Express	Hamilton-Fruto Passenger and Freight	Oroville Passenger					Oroville Passenger	Oroville Passenger	Hamilton-Fruto Passenger and Freight	San Francisco Express	Shasta Express	Portland Fast Freight		Red Bluff Freight	Oroville Freight
	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
WCTYO	5 45AM	5 15AM Use We	stern Div	6.05AM ision Time T	6.05PM able Sacrame	6.05PM nto to Davis.	10.55AM		10.00AM			**SACRAMENTO** 13.23		7.55AM	5.20PM		7.55AM Use Western	3.55PM Division Tim	12.25PM e Table Davis	to Sacramen	to. 5.10PM	5.45PM
Terminal Yard WY	**7.20AM**	**6.45AM**		**7.40AM**	7.00PM	6.45PM	**11.30AM**		10.40AM	76.56	DN	**DAVIS** 5.05	110.80	**7.20AM**	4.35PM		**6.45AM**	3.15PM	**11.30AM**		3.35PM	4.10PM
4,748	7.35	**7.10**		7.55	7.11	f 6.55	f 11.43		10.50	81.61		MERRITT 2.51	105.75	f **7.10**	f 4.25		6.36	† 3.04	11.12		3.20	3.55
1,205	7.45	7.20		8.05	7.16	f 7.00	f 11.49		10.55	84.12		MULLEN 1.83	103.24	f 7.05	f 4.20		6.31	† 2.59	11.05		3.10	3.45
14,492 W	7.55AM	7.45		8 15	s 7.21	7.05PM	s 11.54AM		**11.00AM**	85.95	DN	**WOODLAND** 4.22	101.41	7 00AM	4.15PM		s 6.27	s **2.55**	**11.00**		**2.55**	3.35PM
1,507					f 7.31		f 12.05PM			90.17		ELVATON (Spur) 0.60	97.19				f 6.15	f 2.42				
2,926		8.10		8.35	s 7.33		s 12.07			90.86	D	YOLO 3.88	96.50				s 6.12	s 2.40	10.20		2.00	
445					f		f			94.74		RONDA (Spur) 2.00	92.62				f	f				
4,149		8.35		8 55	s 7.46		s 12.21			96.74	D	ZAMORA 2.12	90.62				s 6.00	s 2.27	9.55		1.35	
1,135		8.45		9.05	f 7.51		f 12.27			98.86		BRETONA 3.20	88.50				f 5.55	f 2.22	9.45		1.20	
357										102.06		WYCKOFF (Spur) 2.20	85.30									
3,824 W		**9.10**		**9.25**	s 8.04		s 12.40			104.26	D	DUNNIGAN 3.11	83.10				s 5.45	s 2.11	**9.25** **9.10**		1.00	
2,252		9.25		9.35	f 8.11		f **12.48**			107.37		HERSHEY 1.93	79.99				f 5.37	f 2.04	8.55		**12.48**	
1,527		9.35		9.45	f 8.16		f 12.53			109.30		HARRINGTON 5.17	78.06				f 5.32	f 2.00	8.50		12.35	
5,091		**10.00**		**10.00**	s 8.28		¶s 1.05 1.25			114.47	D	ARBUCKLE 4.06	72.89				s 5.21	s 1.49	8.35		12.15PM	
1,850 W		10.25		10 12	f 8.37		f **1.40**			118.53		GENEVRA 0.93	68.83				f 5.09	f **1.40**	8.25		11.55AM	
975		10.30		10.15	f 8.39		f 1.42			119.46		MACY 5.73	67.90				f 5.05	f 1.38	8.20		11.45	
8,119		**11.20**		10.35	s 8.52		s 1.54			125.19	D	WILLIAMS 4.94	62.17				s 4.54	s 1.26	8.00		**11.20**	
5,197		11.45AM		**10.55**	s 9.03		s 2.05			130.13	D	C. & L. Crossing **COLUSA JUNCTION** 3.91	57.23				s 4.42	s 1.15	7.45		**10.55**	
2,820 W		12.01PM		11.05	s 9.12		s 2.13			134.04	D	MAXWELL 5.24	53.32				s 4.30	s 1.06	7.30		10.40	
5,215		12.20		11 20	f 9.24		f 2.26			139.28		DELAVAN 3.66	48.08				f 4.20	f 12.55	7.15		10.20	
2,976		12 30		11.30	s 9.32		s 2,35			142.94		NORMAN 2.36	44.42				s 4.14	s 12.47	7.05		10.10	
1,919		**12.42**		11.40AM	f 9.38		f 2.41			145.30		LOGANDALE 5.57	42.06				f 4.09	f **12.42**	6.55		10.00	
11,566 WCY		1.20		**12.25PM**	s 9.51		s 2.55	6.00PM		150.87	DN	**WILLOWS** 3.37	36.49			11.59AM	s 3.57	**12.30** ¶s **12.10**	6.40		9.45	
872		1.30		12.40	f 9.59		f 3.04	f 6.10		154.24		LYMAN 3.57	33.12			f 11.50	f 3.45	12.02PM	6.25		9.05	
5,210		1.45		12 50	s 10.07		s 3.13	s 6.17		157.81	D	GERMANTOWN 3.99	29.55			s 11.43	s 3.39	s 11.54AM	6.15		8.55	
5,500		1.55		1.00	f 10.16		f 3.23	f 6.25		161.80		GRAPIT 1.14	25.56			f 11.35	f 3.32	11.45	6.05		8.35	
*1,951		2.00		1.05	f 10.19		f 3.26	f 6.28		162.94		GREENWOOD 3.46	24.42			f 11.32	f 3.28	11.42	6.00		8.30	
5,468 W		2.20		1 10	s 10.27		s 3.35	s 6.35		166.40	DN	ORLAND 1.20	20.96			s 11.25	s 3.22	s 11.35	5.50		8.15	
6,276		2.25		1.15	s 10.30		s 3.38	s 6.40PM		167.60		**WYO** 2.41	19.76			s 11.15AM	s 3.19	s 11.32	5.45		8.00	
990		2.35		1.25	f 10 36		f 3.44			170.01		MALTON 4.34	17.35				f 3.14	f 11.27	5.35		7.50	
1,611		2.50		1.35	s 10.45		s 3.55			174.35		KIRKWOOD 5.18	13.01				s 3.06	s 11.18	5.20		7.35	
7,990		3.15		1.50	s 10.56		s 4.09			179.53	D	CORNING 3.27	7.83				s 2.58	s 11.07	5.05		7.15	
2,598		3.25		2.00	11.03		f 4.17			182.80		RICHFIELD 4.56	4.56				f 2.45	f 11.00	4.55		6.50	
6,764 WY		3.40PM		2.15PM	11.10PM		4.30PM			187.36	DN	**TEHAMA**	0.00				2.35AM	10.50AM	4.35AM		6.30AM	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.80)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(0.35) 16.08	(8.55) 12.42		(6.35) 16.83	(4.10) 26.59	(0.20) 28.17	(5.00) 23.74	(0.40) 25.09	(0.20) 28.17			Time over District Average speed per hour		(0.20) 28.17	(0.20) 28.17	(0.44) 22.81	(4.10) 26.59	(4.25) 27.13	(6.55) 15.05		(9.05) 12.18	(0.35) 16.08

Trains must get clearance cards before leaving Davis.
Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

REGISTERING STATIONS: Davis, Woodland, Willows, Wyo, Tehama.

†Stop to let off passengers from east of Woodland.
*Frog taken out part of season.

Eastward. FROM SAN FRANCISCO—SACRAMENTO DIVISION: Woodland and Oroville—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations	THIRD CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 64 September 1, 1907.	Distance from Oroville	FIRST CLASS		THIRD CLASS
	230 Oroville Freight Leave Daily	**18** Oroville Passenger Leave Daily	**22** Oroville Passenger Leave Daily		**STATIONS**		**17** Oroville Passenger Arrive Daily	**21** Oroville Passenger Arrive Daily	**229** Oroville Freight Arrive Daily
14,492 W	8.05AM	7.10PM	11.05AM	85.95	DN **WOODLAND** 2.78	63.55	6.55AM	4.13PM	3.20PM
306		f	f	88.73	PEART (Spur) 1.68	60.77	f	f	
530				90.41	LAUGENOUR (Spur) 0.62	59.09			
747	8.25	f 7.20	f 11.15	91.03	CURTIS (Spur) 4.10	58.47	f 6.45	f 4.00	3.05
2,592	8.45	s 7.30	s 11.25	95.13	D KNIGHTS LANDING 11.03	54.37	s 6.37	s 3.52	2.50
5,506	9.20	f 7.55	f 11.50	106.16	CHANDLER 2.40	43.34	f 6.08	f 3.20	2.10
2,426	9.30	f 8.00	f 11.55AM	108.56	MARCUSE 1.90	40.94	f 6.01	f 3.13	2.00
320		f	f	110.46	* WILSON (Spur) 2.00	39.04	f	f	
1,742 W	9.42	s 8.12	s 12.07PM	112.46	TUDOR 0.90	37.04	s 5.49	s 3.02	1.45
865	9.45	f 8.15	f 12.10	113.36	ABBOTT 3.60	36.14	f 5.46	f 2.59	1.40
2,121	9.55	f 8.26	f 12.21	116.96	OSWALD 1.60	32.54	f 5.36	f 2.51	1.25
306		f	f	118.56	BOGUE (Spur) 2.80	30.94	f	f	
4,327	10.20	s 8.40	s 12.35	121.36	D YUBA CITY 1.47	28.14	s 5.23	s 2.43	1.10
3,608 W	10.40	s 8.45	s 12.40	122.83	W. P. Ry. Crossing. E ST., MARYSVILLE 0.52	26.67	s 5.18	s 2.38	12.50
20,618 WO	11.30 Marysville Yard—See trains on page 8	s 8.50	s **12.45** 1.00	123.35	DN **MARYSVILLE** 1.05	26.15	s 5.15	s 2.35	**12.45PM** Marysville Yard—See trains on page 8
1,008 CY	**11.45AM**	s 8.55	s 1.05	124.40	**BINNEY JUNCTION** 8.00	25.10	s 5.10	s 2.30	**11.45AM**
390	12.05PM	f 9.11	f 1.21	132.40	RAMIREZ (Spur) 2.10	17.10	f 4.54	f 2.14	11.25
441	12.10	f 9.15	f 1.25	134.50	COOMBS (Spur) 2.20	15.00	f 4.50	f 2.10	11.15
1,326	12.20	s 9.20	s 1.30	136.70	HONCUT 6.55	12.80	s 4.45	s 2.05	11.05
926	12.45	f 9.35	f 1.45	143.25	HEARST 0.95	6.25	f 4.30	f 1.50	10.35
1,886	12.50	s 9.37	s **1.47**	144.20	PALERMO 2.60	5.30	s 4.28	s **1.47**	10.30
1,523	1.03	f 9.43	f 1.53	146.80	VILLA VERONA 2.70	2.70	f 4.22	f 1.39	10.15
5,977 WT	1.15PM	9.50PM	2.00PM	149.50	D **OROVILLE**	0.00	4.15AM	1.30PM	10.00AM
	Arrive Daily	Arrive Daily	Arrive Daily		(63.55)		Leave Daily	Leave Daily	Leave Daily
	(5.10)	(2.40)	(2.55)		Time over District		(2.40)	(2.43)	(5.20)
	12.30	23.83	21.79		Average speed per hour		23.83	23.39	11.92

Eastward. WILLOWS AND FRUTO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	**262** Fruto Passenger and Freight Leave Daily	Distance from San Francisco	Time Table No. 64 September 1, 1907. **STATIONS**	Distance from Fruto	**261** Fruto Passenger and Freight Arrive Daily
11,566 WCY	3.10PM	150.87	DN **WILLOWS** 2.20	17.10	5.50PM
425		153.07	LOSA (Spur) 3.70	14.90	
1,184	f 3.30	156.77	KURAND 3.80	11.20	f 5.30
737	f 3.45	160.57	MILLSHOLM 4.00	7.40	f 5.15
723	4.00	164.57	ATHENA 3.40	3.40	5.00
3,975 T	4.20PM	167.97	D **FRUTO**	0.00	4.40PM
	Arrive Daily		(17.10)		Leave Daily
	(1.10)		Time over District		(1.10)
	14.64		Average speed per hour		14.64

Eastward. WYO AND HAMILTON. Westward.

308 Hamilton Passenger and Freight Leave Daily	Distance from San Francisco	Time Table No. 64 September 1, 1907. **STATIONS**	Distance from Hamilton	**309** Hamilton Passenger and Freight Arrive Daily
6.40PM	167.60	**WYO** 4.70	10.80	11.15AM
f 6.55	172.68	MODA 6.10	6.10	f 11.00
7.10PM	178.35	D **HAMILTON**	0.00	10.45AM
Arrive Daily		(10.75)		Leave Daily
(0.30)		Time over District		(0.30)
21.50		Average speed per hour		21.50

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81. Exception; Train No. 262 is superior to train No. 261.

Trains must get clearance cards before leaving Oroville.

Trains Nos. 17, 18, 21 and 22 will stop on signal at Vernon, Lee and Cox's Lane.

Trains Nos. 17, 18, 21 and 22 will stop on signal at road crossing between Vernon and Lee.

Trains Nos. 18 and 21 will stop on signal at Baggett's Crossing, one mile west of Oroville.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras including light extras.

The time shown for trains at Knight's Landing is at the Depot.

* Frog taken out part of season.

REGISTERING STATIONS: Woodland, Marysville, Oroville, Willows, Fruto, Wyo, Hamilton.

Eastward.

FROM SAN FRANCISCO—SACRAMENTO DIVISION: Sacramento and Placerville—TOWARD SAN FRANCISCO.

Westward.

Length of Sidings in feet, and location of Scales, Fuel Water and Turning Stations.	THIRD CLASS			SECOND CLASS						Distance from San Francisco	Time Table No. 64 September 1, 1907.	Distance from Placerville	SECOND CLASS					THIRD CLASS			
			264 Fair Oaks & Placerville Passenger & Freight						**64** Fair Oaks & Placerville Passenger				**63** Placerville & Fair Oaks Passenger					**263** Placerville & Fair Oaks Passenger & Freight			
			Leave Daily Ex. Sunday						Leave Daily		**STATIONS**		Arrive Daily					Arrive Daily Ex. Sunday			
WCTYO		Use Western Division Time Table, Sacramento to Brighton.	7.00AM						3.25PM	89.79	DN **SACRAMENTO** 5.64 S. P. Co. Western Div. Crossing	59.50	9.45AM	Use Western Division Time Table, Brighton to Sacramento.				5.00PM			
2,484			7.25AM						3.48PM	95.43	DN **BRIGHTON** 1.12	53.86	9.24AM					4.35PM			
786			7.30						f 3.53	96.55	PERKINS 1.60	52.74	f 9.21					f 4.30			
690			f 7.35						f 3.58	98.15	MANLOVE 1.44	51.14	f 9.17					f 4.25			
2,418			f 7.40						f 4.02	99.59	MAYHEW 1.76	49.70	f 9.13					s 4.20			
665			f 7.45						f 4.06	101.35	ROUTIER 0.86	47.94	f 9.08					f 4.15			
1,546			f 7.48						f **4.09**	102.21	MILLS 2.85	47.08	f 9.06					f **4.09**			
1,756			7.58 8.23						4.15 4.30	105.06	**FAIR OAKS JUNCTION** 3.03	44.23	8.59 8.41					3.52 3.25			
2,002			f **8.35**						f 4.35	108.09	NATOMA 0.96	41.20	f **8.35**					f 3.14			
1,710			s 8.40						f 4.37	109.05	ALDER CREEK 1.60	40.24	f 8.32					f 3.10			
772									f	110.65	DREDGE (Spur) 1.04	38.64	f								
7,478 WT			s 8.50						s 4.43	111.69	D **FOLSOM** 6.89	37.60	s 8.25					s 3.00			
738			f 9.20						f 5.03	118.58	WHITE ROCK 5.09	30.71	f 8.06					f 2.25			
550			f 9.40						f 5.15	123.65	COTHRIN (Spur) 3.06	25.62	f 7.56					f 2.10			
1,754			s 9.53						s 5.24	126.73	D LATROBE 1.54	22.56	s 7.49					s 2.00			
326										128.27	FLONELLIS (Spur) 0.50	21.02									
420			f 10.02						f 5.32	128.77	BRELA (Spur) 1.60	20.52	f 7.42					f 1.51			
390			f 10.08						f 5.36	130.37	BRANDON (Spur) 1.65	18.92	f 7.38					f 1.46			
592			f 10.15						f 5.40	132.02	DUGAN 0.35	17.27	f 7.34					f 1.41			
340										132.37	BULLARD (Spur) 1.76	16.92									
240			f 10.25						f 5.46	134.12	BENNETT (Spur) 3.38	15.17	f 7.29					f 1.35			
2,268 W			s 10.40						s 5.56	137.50	D SHINGLE SPRINGS 3.59	11.79	s 7.21					s 1.25			
519			f 10.55						f 6.06	141.09	CUMMINGS 2.20	8.20	f 7.13					f 1.12			
1,687			s 11.10						s 6.12	143.29	D EL DORADO 2.30	6.00	s 7.07					s 1.05			
3,098			s 11.25						s 6.20	145.59	D **DIAMOND SPRINGS** 3.70	3.70	s 7.00					s 12.55			
9,632 WT			11.40AM						6.30PM	149.29	D **PLACERVILLE**	0.00	6.50AM					12.40PM			
			Arrive Daily Ex. Sunday						Arrive Daily		(59.50)		Leave Daily					Leave Daily Ex. Sunday			
			(4.40)						(3.05)		……………Time over District……… ………		(2.50)					(4.20)			
			13.56						19.90		……………Average speed per hour……………		21.00					14.61			

Eastward.

FROM SAN FRANCISCO—FAIR OAKS JUNCTION AND FAIR OAKS BRIDGE—TOWARD SAN FRANCISCO.

Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS						Distance from San Francisco	Time Table No. 64 September 1, 1907.	Distance from F. O. Bridge	SECOND CLASS					THIRD CLASS		
		266 Fair Oaks Passenger and Freight	**268** Fair Oaks Passenger and Freight				**68** Fair Oaks Passenger		**66** Fair Oaks Passenger				**65** Fair Oaks Passenger	**67** Fair Oaks Passenger				**265** Fair Oaks Passenger and Freight	**267** Fair Oaks Passenger and Freight	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Leave Daily		Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
1,756		3.26PM	7.59AM				4.16PM		8.43AM	105.06	**FAIR OAKS JUNCTION** 1.00	1.90	8.57AM	4.29PM				8.22AM	3.51PM	
578										106.06	HOLLY (Spur) 0.34	0 90								
519										106.40	NUTTALL (Spur) 0.56	0.56								
1,710 T		3.35PM	8.08AM				**4.20**PM		**8.50**AM	106.96	D **FAIR OAKS BRIDGE**	0.00	**8.52**AM	**4.22**PM				8.15AM	3.43PM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Arrive Daily		Arrive Daily		(1.90)		Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(0.09)	(0.09)				(0.04)		(0.07)		……………Time over District……………		(0.05)	(0.07)				(0.07)	(0.08)	
		12.67	12.67				28.50		16.29		……………Average speed per hour……………		22.80	16.29				16.29	14.25	

East-bound trains are superior to trains of the same class in the opposite direction. See Rule 81. **Trains must get clearance card before leaving Placerville.**

REGISTERING STATIONS: Sacramento (Train Dispatchers' office for trains originating or terminating at passenger depot only). Sacramento (12th Street office for trains originating or terminating at Freight Yards only). Brighton, Fair Oaks Junction. Fair Oaks Bridge, Placerville

All trains will stop on signal at New Ramona, Soudan and Weber Creek Bridge. Water supply one mile east of Dugan.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatchers' office), Sacramento (12th St. office), Rocklin, Truckee, Sparks, Red Bluff, Dunsmuir, Hornbrook and Ashland.

Station Telegraphones are Located as follows:

- Sacramento
- Rocklin
- Colfax
- Blue Canon
- Emigrant Gap
- Summit
- Truckee
- Reno
- Placerville
- Roseville
- Marysville
- Chico
- Tehama
- Red Bluff
- Redding
- Kennet
- Dunsmuir
- Edgewood
- Hornbrook
- Siskiyou
- Ashland
- Davis
- Woodland
- Colusa Junction
- Willows

Trains taking siding for other trains at the following named stations will use the siding indicated.

At Roseville, the west siding;

At Colfax, east-bound trains will use the siding next to and north of main line. West-bound trains will take siding at the link opposite transfer shed and will use the second siding north of main line.

At Midas, the north siding;

At Blue Canon, the upper and lower sidings used jointly as one siding;

At Emigrant Gap, the lower siding;

At Summit, the lower and middle sidings used jointly as one siding.

Trains must not pass the further switch of these sidings until due to leave, except by train order or when properly protected. At points not named in this rule the customary siding will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not pull out until the other has passed over both switches of the siding. In case both trains are ready to leave at the same time, the superior train will go first.

Trains must not be run from the instant of their departure from any station to the **instant of their arrival** at the next station in less time than given in the column headed **"Minimum running time between stations"** for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water. Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

At meeting points, if the train which is to hold the main line arrives first, brakeman of this train will open the switch for the opposing train to take siding, care to be taken, of course, in districts protected by the automatic block signals, to wait until the approaching train has passed the last signal, which would be set at danger by such action. This will necessitate trains approaching meeting points under full control and so as not to enter siding at a too high rate of speed.

Freight trains descending the grade, will make a stop of five minutes at the following stations, where trainmen will make a careful inspection of all cars in train:

- Floriston
- Summit
- Cisco
- Gold Run
- Auburn
- Latrobe
- Steinman
- Gregory
- Cole
- Edgewood
- Dietz
- Mott
- Delta
- Kennet
- Redding

Between Red Bluff and Sacramento all freight trains will make a stop on an average of every twenty miles run, where trainmen will make careful inspection of all cars in train.

Marker and cupola lamps must be kept burning between Orel and Truckee at all hours, night and day.

The limits of Sacramento Yard extend to Elvas. The limits of Truckee Yard extend from Donner Boom to Ellen Siding. The limits of Reno Yard extend from west end of Long Siding west of Reno, to Sparks. The limits of Marysville Yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland Yard extend from Flour Mill Spur to a point 1,000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom Yard extend from Folsom Junction to the switch connecting with track to State Prison. The limits of Dunsmuir Yard extend to and include Chestnut.

Between Reno and Sparks, the track next to and north of main track will be used as a "second track" for the exclusive use of switch engines with or without cars, and light road engines moving between the two points. Such engines may be run from one station to the other on the second track without train orders, being governed by the Automatic Block Signals and running under control with ability to stop within range of vision. The main track must not be used for such trips, except when the second track is occupied and in such case train orders must be obtained from the Train Dispatcher.

Automatic Block Signals are in service between Truckee and Sparks. Under the conditions described in Automatic Block System Rule No. 40, eastbound trains will wait five minutes and westbound trains will wait two minutes before proceeding in the manner instructed by the Rule.

Within the limits of the automatic block system, a train arriving at a station where it is to meet another train, must not occupy the main track between switches beyond the overlap post until the opposing train has passed the block signal at opposite end of adjoining block. See Automatic Block System Rules Nos. 35, 49 and 50.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Rocklin, Colfax, Blue Canon, Summit, Marysville, Redding, Willows, Hornbrook, Siskiyou, Knights Landing and Folsom. See Air Brake Rules 67 and 75.

Automatic block signals controlled by track circuits are located at Upton. Trains approaching and passing these signals will be governed by automatic block system rules. East-bound trains must come to a stop and not go beyond point of location of signal No. 3405 on seeing signal No. 3406 at stop, and will not proceed, until signal No. 3406 so indicates.

Automatic Block Signals controlled by track circuits are located east and west of Tunnel 13, near Siskiyou. Under the conditions described in Automatic Block System Rule No. 40, trains will wait five minutes before proceeding in the manner instructed by the rule.

At initial and junction stations, Conductors must fill out "Check of Train Register," showing all superior trains for preceding 12 hours, and deliver the same to Engineers before departure of train. Conductors and Engineers will be responsible for such "Check" including all trains which are superior.

Rule 323 is hereby modified so that Telegraph Operators will wait until Engineers sound four short blasts of the whistle before changing their train order semaphore indication from "Stop" to "Proceed."

Rule 22 is hereby modified so that all engines coupled to the front of a train shall display the signals prescribed by Rules 20 and 21.

In case of failure of head-light on an engine running at night, a lighted white lantern must be substituted in its place.

When a train stops at an unusual place, the Engineer must immediately sound the whistle prescribed in Rule 14 (c).

Between Emigrant Gap and Tunnel 13, as an additional indication to warn Enginemen of the approach of a station, three consecutive snowshed posts, painted white, are located 300 feet in advance of the switch on ascending grade, and six consecutive snow-shed posts, painted white, are located 600 feet in advance of the switch on descending grade.

While a passsenger train is at a station, freight trains must refrain from switching on tracks over which passengers must cross in order to get to or from the passenger train.

By ordinance the rate of speed of trains is limited to four (4) miles per hour within the limits of Wheatland, six (6) miles per hour within the limits of Gridley, and eight (8) miles per hour within the limits of Redding yards.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"¶"—stop for meals
"D"—day telegraph office.
"DN"—day and night telegraph office.
"W"—water station.
"C"—fuel station.
"T"—turntable.
"Y"—wye.
"O"—track scale.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

All stations with sidings between Elvas and Rocklin, except Arcade, are Manual Block Signal Stations. (See Manual Block System Rules.)

When practicable, Freight Trains will run through Reno Yard without coming to a stop, but will reduce speed to 6 miles per hour between Long Siding at west end of yard and Reduction Works Track.

The Train Staff System is in operation between Truckee and Rocklin. All stations with sidings within these limits are train staff stations except Alta. Conductors, Engineers, Block Operators and all other employees whose duties are affected, will provide themselves with copies of "Instructions and Rules Governing Use of Train Staff System" and the Union Switch and Signal Company's "Bulletin No. 23," issued January, 1905. Engineers must approach all stations carefully, prepared to obey the signals at the switch relative to holding main line or taking siding, and when about to take staff from crane must reduce speed so the staff may be surely caught. When a staff is caught from the crane the engineer will announce it by sounding one short, one long and one short blast of the whistle (— ——— —). Block operators will remain in view until the rear of a train has passed and will give a "proceed" signal to conductor or brakeman on rear of train to indicate that a staff has been delivered to engineer.

When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION.

In M's of 1000 pounds between tender and caboose.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento to Rocklin	Rocklin to Sacramento	Rocklin to Truckee	Truckee to Sparks	Sparks to Rocklin	Truckee to Rocklin	Sacramento to Marysville	Marysville to Sacramento	Roseville to Marysville	Davis to Red Bluff (via Marysville)	Davis to Red Bluff (via Willows)	Red Bluff to Davis (via Willows)	Red Bluff to Dunsmuir	Dunsmuir to Red Bluff	Hornbrook and Ashland	Edgewood and Hornbrook	Dunsmuir and Edgewood	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65 ...	1382, 1384, 1388, 1398, 1399....	160	1405	1815	....	....	....	....	1720	1935	1935	1915	1970	1970	730	1220	....	....	....	645	360	2255	1435
E—69 18/26 73 ...	1459, to 1462..................																						
E—63 17/24 52 ...	1307, 1324..................	150	1115	1450	....	....	....	....	1440	1625	1625	1560	1570	1570	605	1020	....	....	....	520	290	1805	1140
E—63 17/24 50 ...	1302..........................	150	1090	1415	....	....	....	....	1410	1585	1585	1520	....	....	600	1000	....	....	....	515	295	1760	1115
E—63 17/24 48 ...	1356, 1359	140	1040	1350	....	....	....	....	1345	1515	1515	1455	1470	1470	565	950	....	....	....	485	270	1685	1065
E—63 17/24 56 ...	1369..........................	140	1120	1455	....	....	....	....	1450	1630	1630	1565	1580	1580	605	1020	....	....	....	520	290	1815	1145
E—63 16/24 48 ...	1500..........................	140	975	1270	....	....	....	....	1265	1430	1430	1370	1385	1385	520	890	....	....	....	445	240	1590	995
T—63 20/26 112....	2235 to 2273..................	180	2190	2795	565	1895	1010	575	2925	3275	3275	3070	3050	3050	1295	2095	400	700	584	1105	680	3475	2230
T—63 18/30 78 ...	2187, 2190....................	145	1500	1840	....	....	....	....	2100	2355	2355	2150	2100	2100	920	1500	....	....	....	765	475	2355	1500
T—57 18/30 79....	2197..........................	145	1495	1810	....	....	....	....	2100	2360	2360	2170	2065	2065	970	1570	....	....	....	765	470	2340	1480
T—57 18/24 87....	2174 to 2183..................	160	1585	2025	....	....	....	....	2120	2380	2380	2230	2215	2215	925	1515	....	....	....	785	475	2525	1610
T—57 18/24 83....	2154 to 2163..................	160	1590	2030	....	....	....	....	2125	2385	2385	2235	2220	2220	930	1520	....	....	....	790	480	2530	1615
T—57 18/24 86....	2134 to 2153..................	160	1585	2025	....	....	....	....	2120	2380	2380	2230	2315	2315	925	1515	....	....	....	785	475	2525	1610
T—57 18/24 73....	2096	150	1475	1890	....	....	....	....	1980	2220	2220	2080	2065	2065	860	1410	....	....	....	730	440	2355	1500
T—63 18/24 81....	2027, 2028....................	140	1295	1675	....	....	....	....	1665	1870	1870	1795	1815	1815	720	1185	....	....	....	620	365	2075	1325
T—57 18/24 67....	2067, 2072; 2080	140	1355	1735	....	....	....	....	1815	2040	2040	1910	1895	1895	790	1295	....	....	....	670	400	2165	1380
T—57 18/24 64....	2036..........................	140	1375	1760	....	....	....	....	1845	2070	2070	1940	1925	1925	800	1315	....	....	....	680	410	2195	1400
T—63 24/28 144....	2301 to 2310..................	200	2820	3525	750	....	1340	765	4030	4370	4370	4030	3960	3960	1700	2655	615	1075	1000	....	....	....	....
M—63 20/28 126 ...	1615 to 1719..................	190	2435	3040	655	....	1160	660	3450	3710	3710	3435	3385	3385	1480	2380	465	....	....	....	....	....	....
C—57 23-35/34 177..	2612 to 2623..................	220	2895	3395	975	2885	1690	1010	....	....	....	....	....	....	....	....	710	....	....	....	....	....	....
C—57 22/30 180....	2624 to 2679	200	3210	3865	950	2975	1656	985	4440	4825	4825	4440	4365	4365	2000	3130	690	2150	1007	....	....	....	....
C—57 22/30 178....	2680 to 2693																						
C—57 22/30 187...	2513 to 2599, 2752 to 2799																						
C—57 22/30 184....	2694 to 2751..................	200	3195	3850	935	2960	1640	970	4425	4810	4810	4425	4350	4350	2000	3115	675	2150	1007	....	....	....	....
TW—55 22/26 147..	2900 to 2913..................	180	2880	3515	815	2560	1415	845	4150	4470	4470	4150	4075	4075	1800	2880	590	1830	861	....	....	....	....
TW—51 20-30/26 118	2946 to 2953..................	170	2615	1940	465	....	845	480	3000	3000	3000	3000	3000	3000	1100	1800	320	....	....	915	580	2510	1495
TW—51 20-29/26 120	2932 to 2944..................	180	2660	1995	500	....	880	510	3000	3000	3000	3000	3000	3000	1130	1845	335	....	....	950	610	2580	1540
TW—57 20/30 114..	2926..........................	160	2070	2500	590	....	1050	600	3500	3500	3500	3500	3500	3500	1345	2175	415	....	....	1110	710	2990	1960
TW—57 20/30 122..	2927..........................																						
TW—57 20/30 120..	2925..........................	160	1840	2230	510	....	925	520	3500	3500	3500	3500	3500	3500	1190	1935	355	....	....	985	630	2690	1720
C—51 19/30 108....	2500, 2501....................	150	....	....	....	....	....	....	....	....	....	....	....	....	....	....	365	1175	533	1020	650	2720	1840
C—51 19/30 101....	2502 to 2506..................																						
C—51 19/30 96....	2507 to 2512..................	150	....	....	....	....	....	....	....	....	....	....	....	....	....	....	360	1155	520	1010	640	2695	1825
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS	Less than 40 M's........		6	6	3	0	3	3	6	6	6	6	6	6	3	3	3	6	3	3	3	6	6
	40 to 50 M's............		3	3	0	0	0	0	3	3	3	3	3	3	0	0	0	0	0	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H-1 means that Helper has same power as Road Engine. H-75 means ¾-power Road Engine.					H-1 Rocklin to Summit		H-75 Truckee to Summit										If helper used, add engine rating.		If helper used, add engine rating.				

RATING OF LOCOMOTIVES—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between two stations multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed in train, which must not be exceeded.

SACRAMENTO AND SPARKS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sparks and Reno	F	1.66	Winsted and Truckee	F	1.37	Cisco and Yuba Pass	1.11	F	N. E. Mills and Clipper Gap	1.14	F	Loomis and Rocklin	1.54	F
Reno and Lawton	F	1.70	Truckee and Champion	F	1.02	Yuba Pass and Emigrant Gap	1.14	F	Clipper Gap and Bowman	1.62	F	Rocklin and Roseville	1.00	F
Lawton and Verdi	F	1.00	Champion and Summit	F	1.00	Emigrant Gap and Fulda	1.20	F	Bowman and Auburn	1.14	F	Roseville and Antelope	1.85	1.30
Verdi and Calvada	F	1.01	Summit and Soda Springs	1.37	F	Fulda and Blue Canon	1.08	F	Auburn and Zeta	1.05	F	Antelope and Walerga	1.35	1.60
Mystic and Floriston	F	1.00	Soda Springs and Spruce	1.42	F	Blue Canon and Dutch Flat	1.00	F	Zeta and Newcastle	1.08	F	Walerga and Benali	1.57	1.60
Floriston and Boca	F	1.00	Spruce and Tamarack	1.40	F	Dutch Flat and Colfax	1.05	F	Newcastle and Penryn	1.05	F	Benali and Sacramento	2.00	2.00
Boca and Winsted	F	1.24	Tamarack and Cisco	1.42	F	Colfax and N. E. Mills	1.65	F	Penryn and Loomis	1.11	F			

SACRAMENTO AND RED BLUFF VIA MARYSVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Rawson	1.13	2.00	Cana and Anita	2.19	F	Silsby and Biggs	2.17	F	Marysville and Ostrom	1.48	1.07	Lincoln and Whitney	1.14	1.07
Rawson and Proberta	1.31	F	Anita and Nord	2.33	F	Biggs and Gridley	2.13	2.29	Ostrom and Wheatland	1.68	1.16	Whitney and Roseville	1.11	1.04
Proberta and Tehama	1.13	F	Nord and Chico	1.40	1.16	Gridley and Live Oak	2.00	F	Wheatland and Sheridan	1.85	1.04	Roseville and Antelope	1.37	1.04
Tehama and Copeland	1.34	1.51	Chico and Durham	1.37	1.50	Live Oak and Lomo	2.00	F	Sheridan and Ewing	1.16	1.33	Antelope and Arcade	1.00	1.33
Copeland and Vina	1.34	1.51	Durham and Nelson	1.63	F	Lomo and Marysville	1.13	1.33	Ewing and Lincoln	2.22	1.04	Arcade and Sacramento	1.16	1.66
Vina and Cana	1.48	F	Nelson and Silsby	2.41	F									

RED BLUFF AND DAVIS VIA WILLOWS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Tehama	1.16	F	Orland and Germantown	1.29	F	Delavan and Maxwell	1.35	1.37	Genevra and Arbuckle	F	1.37	Zamora and Yolo	2.90	1.48
Tehama and Corning	1.68	1.16	Germantown and Willows	1.35	2.90	Maxwell and Colusa Junction	1.92	2.20	Arbuckle and Harrington	1.51	1.67	Yolo and Woodland	1.11	1.00
Corning and Kirkwood	1.48	2.90	Willows and Logandale	1.48	F	Colusa Junction and Williams	1.92	1.62	Harrington and Dunnigan	1.00	1.37	Woodland and Merritt	1.80	1.63
Kirkwood and Orland	1.40	1.29	Logandale and Delavan	1.48	1.68	Williams and Genevra	1.48	1.48	Dunnigan and Zamora	1.40	2.20	Merritt and Davis	2.40	1.60

WOODLAND AND MARYSVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Woodland and Knights Landing	1.81	1.26	Chandler and Marcuse	2.89	2.77	Tudor and Oswald	2.33	2.77	Oswald and Yuba City	2.58	2.77	Yuba City and Marysville	1.20	1.27
Knights Landing and Chandler	1.00	1.09	Marcuse and Tudor	2.69	2.00									

RED BLUFF AND DUNSMUIR

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Hooker	1.15	1.00	Anderson and Girvan	2.20	1.30	Middle Creek and Keswick	2.30	1.20	Copley and Kennet	2.28	3.20	Elmore and Gibson	1.22	F
Hooker and Cottonwood	5.60	1.00	Girvan and Redding	1.68	1.30	Keswick and Central Mine	1.90	F	Kennet and Morley	1.28	2.50	Gibson and Dunsmuir	1.00	F
Cottonwood and Anderson	1.80	1.06	Redding and Middle Creek	2.70	1.20	Central Mine and Copley	1.90	3.00	Morley and Elmore	1.28	4.00			

DUNSMUIR AND ASHLAND

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Ashland and Clawson	F	1.46	Cole and Zuleka	1.00	1.75	Ager and Snowdon	2.92	1.75	Gazelle and Edgewood	3.85	2.92	Dietz and Upton	2.14	5.25
Clawson and Siskiyou	F	1.00	Zuleka and Hornbrook	1.00	F	Snowdon and Montague	2.92	5.35	Edgewood and Igerna	F	1.46	Upton and Azalea	2.14	F
Siskiyou and Gregory	1.00	2.43	Hornbrook and Klamathon	3.25	7.00	Montague and Grenada	3.94	4.28	Igerna and Black Butte	F	1.46	Azalea and Dunsmuir	1.46	F
Gregory and Cole	1.00	F	Klamathon and Ager	F	1.95	Grenada and Gazelle	F	3.25	Black Butte and Dietz	2.14	14.20			

SACRAMENTO AND PLACERVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sacramento and Brighton	1.00	2.00	Mayhew and Natoma	2.00	F	Folsom and White Rock	1.42	2.63	Latrobe and Dugan	1.00	1.75	Shingle Springs and Placerville	1.00	1.00
Brighton and Mayhew	1.00	2.66	Natoma and Folsom	1.50	2.66	White Rock and Latrobe	1.17	2.63	Dugan and Shingle Springs	1.00	1.22			

LIST OF SURGEONS, HOSPITAL DEPARTMENT, SACRAMENTO DIVISION.

NAME.	TITLE.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth	Chief Surgeon	San Francisco	All.
Dr. G. A. White	Division Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	
Dr. J. S. Wheeler	District Surgeon	Roseville	Between Antelope, Lincoln and Rocklin.
Dr. B. Woodbridge	District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton	District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. M. Schnabel	District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. J. H. Mules	District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. R. A. Peers	District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. P. A. Mix	District Surgeon	Towle	Between Gold Run and Cisco.
Dr. J. H. Bernard	District Surgeon	Truckee	Between Cisco and Boca.
Dr. W. I. Sunburnt	District Surgeon	Floriston	Between Boca and Calvada.
Dr. E. L. Clough	District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood	District Surgeon	Reno	Between Floriston and Sparks.
Dr. W. N. Finney	Emergency Surgeon	Lincoln	
Drs. Byron & Hicks	District Surgeons	Wheatland	Between Roseville and Ostrom.
Dr. David Powell	District Surgeon	Marysville	Between Ostrom, Live Oak. Honcut and Chandler.
Dr. L. Q. Thompson	District Surgeon	Gridley	Between Live Oak and Nelson
Dr. O. C. Hawkins	Emergency Surgeon	Biggs	
Dr. M. M. Cook	Emergency Surgeon	Durham	
Dr. O. Stansbury	District Surgeon	Chico	Between Nelson and Vina.
Dr. A. P. Tarter	District Surgeon	Tehama	Between Vina, Proberta and Richfield.
Dr. John Fife	District Surgeon	Red Bluff	Between Proberta and Cottonwood.
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. J. H. Soothill	District Surgeon	Anderson	Between Cottonwood and Girvan.
Dr. O. J. Lawry	District Surgeon	Redding	Between Girvan and Copley.
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Drs. Teass & Stanholdt	District Surgeons	Kennet	Between Copley and Delta.
Dr. E. J. Cornish	District Surgeon	Lamoine	Between Delta and Castella
Dr. C. E. Thompson	District Surgeon	Dunsmuir	Between Castella and Mott.
Dr. H. Cross	District Surgeon	Dunsmuir	Between Castella and Mott.
Dr. G. W. Burk	District Surgeon	Sisson	Between Mott and Weed.
Dr. E. E. Thompson	District Surgeon	Sisson	Between Mott and Weed.
Dr. H. W. Smith	District Surgeon	Edgewood	Between Weed and Gazelle.
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle and Hornbrook.
Dr. J. S. Parsons	District Surgeon	Ashland	Between Hornbrook and Ashland.
Dr. W. E. Bates	District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead	District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan
Dr. L. T. Keegan	Emergency Surgeon	Zamora	
Dr. W. E. Trueblood	Emergency Surgeon	Arbuckle	Between Dunnigan and Maxwell.
Dr. A. W. Kimball	Emergency Surgeon	Williams	
Dr. G. W. Desrosier	Emergency Surgeon	Maxwell	
Drs. Watt & Lund	District Surgeons	Willows	Between Maxwell, Germantown and Fruto.
Dr. D. S. Iglick	District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. Albert Osborne	Emergency Surgeon	Hamilton	
Dr. W. F. Maggard	District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. H. Dixon	Emergency Surgeon	Knights Landing	
Dr. T. W. Horton	Emergency Surgeon	Honcut	
Dr. T. B. Reardan	District Surgeon	Oroville	Between Honcut and Oroville.
Dr. G. T. Hesser	District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers	District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks, and Dunsmuir.

Office hours at Train Order Offices that are not open entire twenty-four hours, as follows:

STATION.	FROM	TO
Applegate	7.00 A. M.	7.00 P. M.
Fulda	7.00 A. M.	7.00 P. M.
Lincoln	7.00 A. M.	4.00 A. M.
Wheatland	7.00 A. M.	4.00 A. M.
Live Oak	7.00 A. M.	7.00 P. M.
Gridley	7.00 A. M.	3.00 A. M.
Biggs	4.00 A. M.	6.40 P. M.
Durham	6.30 A. M.	6.30 P. M.
Vina	8.00 A. M.	8.00 P. M.
Cottonwood	5.15 A. M.	1.00 A. M.
Anderson	5.30 A. M.	12.01 A. M.
Keswick	6.00 A. M.	1.00 A. M.
Coram	7.00 A. M.	7.00 P. M.
Lamoine	7.00 A. M.	7.00 P. M.
Castella	6.30 A. M.	6.30 P. M.
Mott	8.15 A. M.	8.15 P. M.
Upton	7.00 A. M.	8.00 P. M.
Ager	7.00 A. M.	7.00 P. M.
Thrall	7.00 A. M.	7.00 P. M.
Yolo	6.00 A. M.	6.00 P. M.
Zamora	7.00 A. M.	7.00 P. M.
Dunnigan	7.00 A. M.	7.00 P. M.
Arbuckle	8.30 A. M.	8.30 P. M.
Williams	4.00 A. M.	9.00 P. M.
Colusa Junction	7.00 A. M.	7.00 P. M.
Maxwell	7.00 A. M.	7.00 P. M.
Germantown	7.00 A. M.	7.00 P. M.
Corning	7.00 A. M.	7.00 P. M.
Knights Landing	7.00 A. M.	7.00 P. M.
Yuba City	5.00 A. M.	8.00 P. M.
Oroville	7.00 A. M.	3.00 A. M.
Fair Oaks Bridge	7.00 A. M.	7.00 P. M.
Folsom	7.00 A. M.	7.00 P. M.
Latrobe	7.00 A. M.	7.00 P. M.
Shingle Springs	7.00 A. M.	7.00 P. M.
El Dorado	7.00 A. M.	7.00 P. M.
Diamond Springs	6.30 A. M.	6.30 P. M.
Placerville	6.00 A. M.	6.00 P. M.

D. BURKHALTER,
Acting Superintendent.

E. N. BROWN,
Asst. Superintendent.

T. AHERN,
Asst. Superintendent.

TRAINMASTERS.

W. M. KEENAN	Sparks to Colfax	Truckee, Cal.
L. J. LAMBERT	Colfax to Red Bluff Woodland to Oroville	Roseville, Cal.
J. H. DYER	Sacramento to Roseville Davis to Tehama Sacramento to Placerville Fruto and Hamilton Branches	Sacramento, Cal.

CHIEF DISPATCHERS.

F. A. EDINGER, W. E. NORRIS, G. J. DUDEN.......Sacramento, Cal.

DISPATCHERS

- L. Geiger
- F. E. Jones
- J. H. McClintock
- J. J. Blaney
- D. W. Corcoran
- L. Fingland
- J. H. Whited
- J. S. Quire
- D. A. Neelley

CHIEF DISPATCHER.

J. W. FITZGERALD.......Dunsmuir.

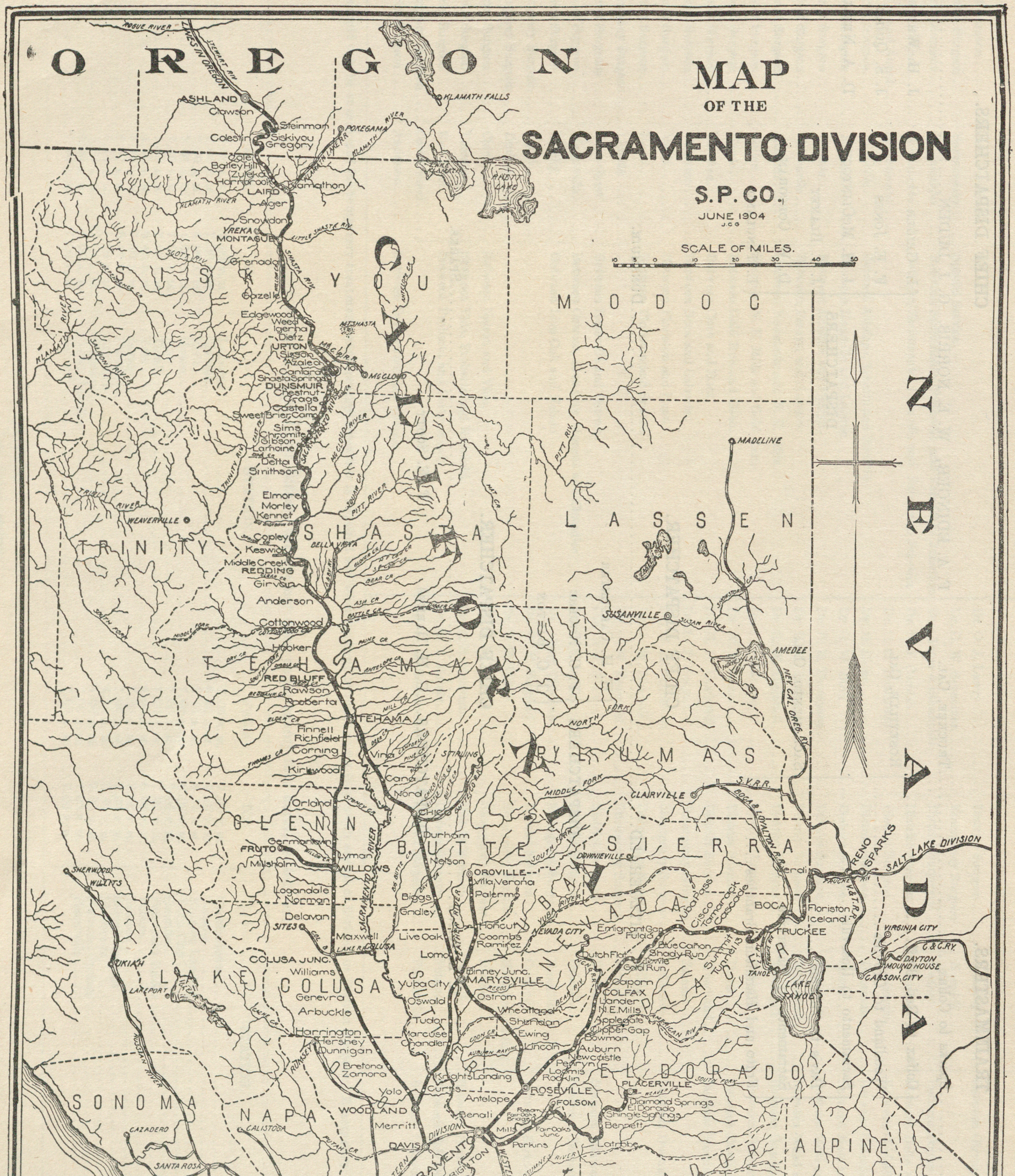
DISPATCHERS

- H. H. Carpenter
- F. C. Nourse
- G. C. Barton

CHIEF DISPATCHER.

E. L. KING.......Sparks.

DISPATCHERS...G. H. Barnes F. E. Scott



MAP OF THE SACRAMENTO DIVISION

S.P. CO.

JUNE 1904

J.C.G.

SCALE OF MILES.
10 5 0 10 20 30 40 50
OREGON
CALIFORNIA
NEVADA
SISKIYOU
MODOC
TRINITY
SHASTA
LASSEN
TEHAMA
PLUMAS
GLENN
BUTTE
SIERRA
NEVADA
YUBA
LAKE
COLUSA
SUTTER
PLACER
EL DORADO
SONOMA
NAPA
YOLO
SACRAMENTO
SOLANO
AMADOR
ALPINE
Ashland
Clawson
Colestin
Steinman
Siskiyou
Gregory
Pokegama
Klamath Falls
Cole
Bailey Hill
Zuleka
Hornbrook
Klamathon
Laird
Ager
Snowdon
Yreka
Montague
Grenada
Gazelle
Edgewood
Weed
Igerna
Dietz
Upton
Sisson
Azalea
Cantara
Mott
McCloud
Shasta Springs
Dunsmuir
Chestnut
Crags
Castella
Sweet Brier Camp
Sims
Chromite
Gibson
Lamoine
Delta
Smithson
Elmore
Morley
Kennet
Weaverville
Copley
Keswick
Middle Creek
Redding
Girvan
Anderson
Cottonwood
Hooker
Red Bluff
Rawson
Proberta
Tehama
Finnell
Richfield
Corning
Kirkwood
Vina
Cana
Nord
Chico
Orland
Germantown
Fruto
Millsholm
Lyman
Willows
Durham
Nelson
Oroville
Villa Verona
Palermo
Logandale
Norman
Biggs
Gridley
Delavan
Sites
Maxwell
Colusa
Live Oak
Honcut
Coombs
Ramirez
Colusa Junc.
Williams
Lomo
Binney Junc.
Marysville
Yuba City
Genevra
Arbuckle
Oswald
Ostrom
Tudor
Wheatland
Sheridan
Ewing
Lincoln
Harrington
Hershey
Dunnigan
Marcuse
Chandler
Bretona
Zamora
Yolo
Woodland
Merritt
Davis
Knights Landing
Curtis
Antelope
Roseville
Rocklin
Loomis
Penryn
Newcastle
Auburn
Bowman
Clipper Gap
Applegate
N.E. Mills
Lander
Colfax
Gorgon
Cold Run
Shady Run
Blue Cañon
Dutch Flat
Emigrant Gap
Fulda
Cisco
Tamarack
Cascade
Summit
Truckee
Floriston
Iceland
Boca
Verdi
Reno
Sparks
Downieville
Nevada City
Clairville
Madeline
Susanville
Amedee
Virginia City
Dayton
Mound House
Carson City
Tahoe
Lake Tahoe
Placerville
Diamond Springs
El Dorado
Shingle Springs
Bennett
Latrobe
Folsom
Fair Oaks
Fair Oaks Junc.
Mills
Perkins
Brighton
Sacramento
Benali
Elmira
Sherwood
Willits
Ukiah
Lakeport
Cazadero
Santa Rosa
Calistoga
Salt Lake Division
Western Division
Rogue River
Klamath River
Little Shasta Riv.
Shasta Riv.
Scott Riv.
Salmon River
Trinity River
McCloud River
Pitt River
Sacramento River
Cottonwood Cr.
Battle Cr.
Mill Cr.
Deer Cr.
Antelope Cr.
Stony Cr.
Thomes Cr.
Elder Cr.
North Fork
Middle Fork
South Fork
Feather River
Yuba River
Bear River
American Riv.
Cosumnes River
Putah Cr.
Cache Cr.
Truckee Riv.
Susan River
Honey Lake
Rhett Lake
Lower Klamath Lake
Mt. Shasta
Yuba Pass
S.V.R.R.
Boca & Loyalton R.R.
Nev. Cal. Oreg. Ry.
V.&T.R.R.
C.&C.Ry.
Mc.C.R.R.